

Appendix **9**



1. Planning Guidance

- 'Hamilton Corridor'
- LVPC-Development Reports
- Upper Macungie Township: Current Development Map (July 2022)

Hamilton Boulevard (Mosser Road to Kressler Road)



Corridor Characteristics

- **Length:** 3.8 miles
- **Speed Limit:** 35–45 mph
- **Curb-to-Curb Width:** Varies
- **AADT:** Ranges from 12,000 to 19,000
- **Land Use:** Suburban Corridor

Benefits

- Connects key employment centers in Upper Macungie and Lower Macungie Townships.
- Enhances recently installed bike lanes and connects with shared-use paths that extend into the surrounding neighborhoods.
- Builds connection between Valley Preferred Cycling Center, Bob Rodale Cycling and Fitness Park, and the surrounding communities.
- Provides access to retail and services along the corridor.

Considerations

- The posted speed limit for much of the corridor is 40 or 45 mph. Travel speeds above 30 mph negatively impact the safety and comfort of potential bicyclists in adjacent bike lanes.
- Channelized right-turn lanes encourage higher traffic speeds at conflict points between motorists and cyclists.
- By providing both on-road bike lanes and parallel shared-use paths, the recommended facilities can accommodate both confident cyclists who prefer to ride in the roadway and potential cyclists with a lower stress tolerance. The shared-use paths are intended to connect to the growing network of pathways in Lower Macungie Township.
- The railroad underpass east of Trexlertown Road requires special consideration. The cartway width narrows to less than 25 feet. Improved lighting, shared lane markings, and warning signs should be installed. Alternatively, a traffic study may be conducted to evaluate the impact of converting the underpass to a single-lane underpass with all-way stop control to create space for wide shoulders.

- Additional future planning is needed to provide bicycle connectivity between Wescosville and Allentown. Based on the traffic speeds and volumes along Route 222, a dedicated shared use path would likely be needed to attract “interested but concerned” cyclists.

Recommendations

General

1.1 Calm Traffic Speeds – East of Continental Way, implement design changes along Hamilton Boulevard to target a consistent operating speed of 30 mph. Design changes should include reduced lane widths, the elimination of channelized right-turn lanes, landscaped medians, and additional street trees. The posted speed limit should be reduced to 30 mph in conjunction with the design changes.

1.2 Roundabouts – Replace signalized intersections with modern single-lane roundabouts. Roundabouts safely and efficiently move traffic through an intersection at lower speeds than a signalized intersection. When a roundabout replaces a traffic signal it often eliminates the need for designated turn lanes at the intersection.

1.3 Upgrade Bike Lanes – Restripe the existing bike lanes where necessary to provide a minimum five-foot wide bike lane with a two-foot wide buffer from Continental Way to Kressler Road.

1.4 Eliminate Bike Lane Gaps – There are gaps in the existing bike lanes in locations where the width is constrained and at intersections with right-turn lanes. The gaps should be eliminated by narrowing the width of existing travel lanes and eliminating turning lanes.

1.5 Shared Use Path – Provide shared-use paths along the roadway in place of sidewalks. There are existing shared-use paths on the north side of Hamilton Boulevard near Krocks Road and Mill Creek Road.

1.6 Cetronia Road Alternative – If improvements at the railroad underpass are not feasible, an alternative bicycling route should be considered along Cetronia Road between Trexlertown Road and Mill Creek Road. The existing sidepath along the west side of Mill Creek Road and the south side of Cetronia Road could be extended west to Trexlertown Road. Upper Macungie Township may also wish to consider future extensions to the west of Trexlertown Road to connect with the Bob Rodale Cycling and Fitness Park, Fred Jaendl Elementary School, and other destinations.

Recommendations Overview

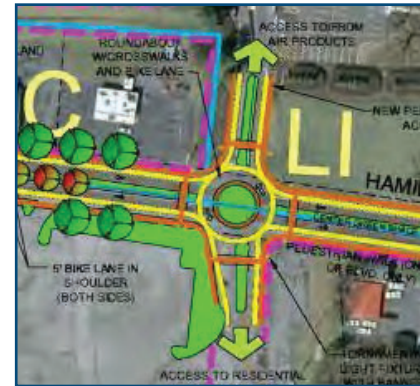
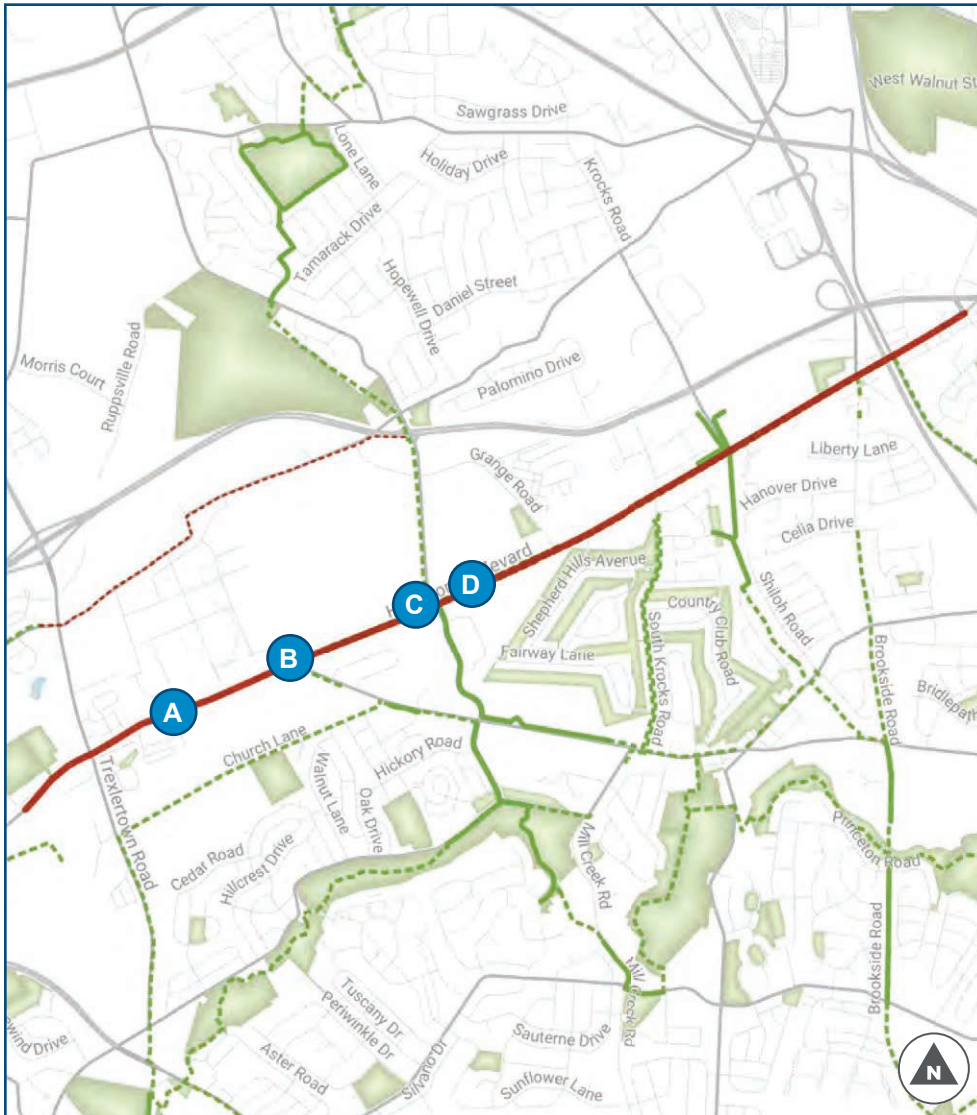


Figure 5.2: Graphic from 2015 Hamilton Boulevard Corridor Study showing roundabout at existing Air Products driveway (**Map A**). It is recommended that signalized intersections along this corridor be replaced by modern single-lane roundabouts like this.

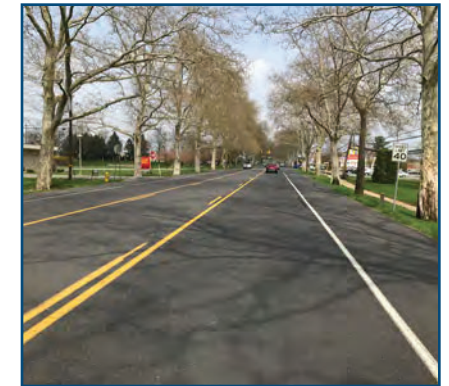


Figure 5.3: The existing cross-section on Hamilton Boulevard west of Lower Macungie Road includes conventional bike lanes. It is recommended that these bike lanes be upgraded to include a minimum five-foot wide bike lane and a two-foot buffer (**Map B**).

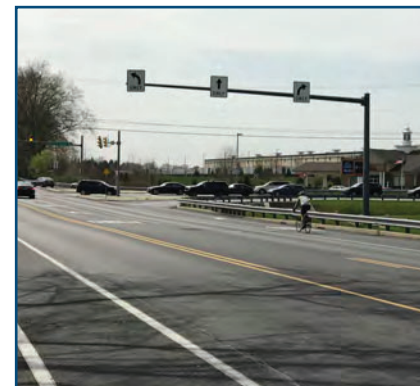


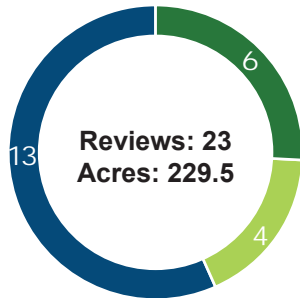
Figure 5.4: A cyclist travels in the westbound direction in the right-turn deceleration lane approaching Mill Creek Road. There is an eastbound bike lane at this location but the westbound bike lane ends approximately 400 feet in advance of the intersection (**Map C**). To address gaps like this, it is recommended that space for a bike lane be created by narrowing the width of the existing travel lanes and eliminating turn lanes.



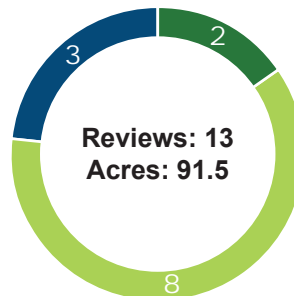
Figure 5.5: The existing bike lane east of Continental Way (**Map D**) is adjacent a wide travel lane with a posted speed limit of 45 mph. It is recommended that design changes be implemented along this segment to produce a consistent operating speed of 30 mph. Potential design changes include reducing the width of the travel lanes.

Plan Activity

Lehigh County



Northampton County



Regional Totals*

16
Subdivision/Lot Line
Adjustments

20
Development

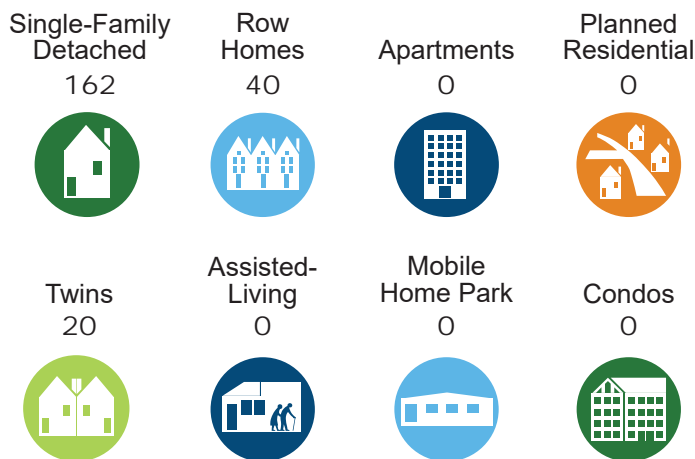
321
Acres

Residential Non-Residential Subdivisions and Lot Line Adjustments

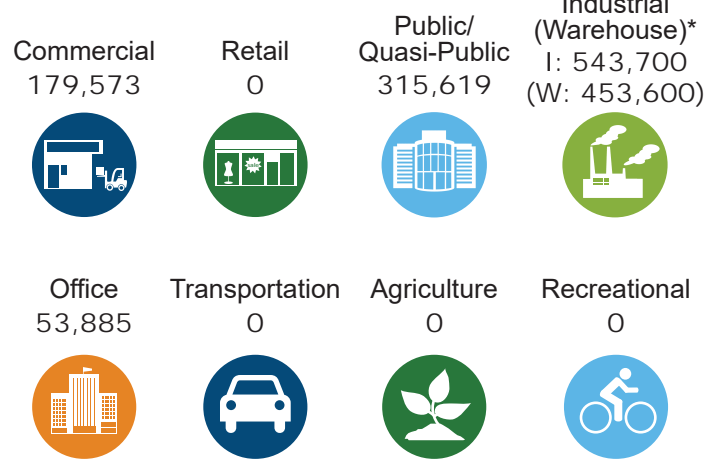
* Includes preliminary and final plans

Types of New Development

Housing: 222 Total Units

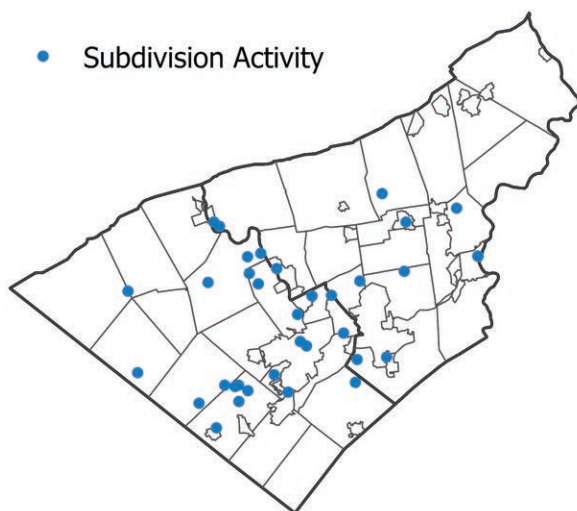


Non-Residential: 1,092,777 Total Square Feet

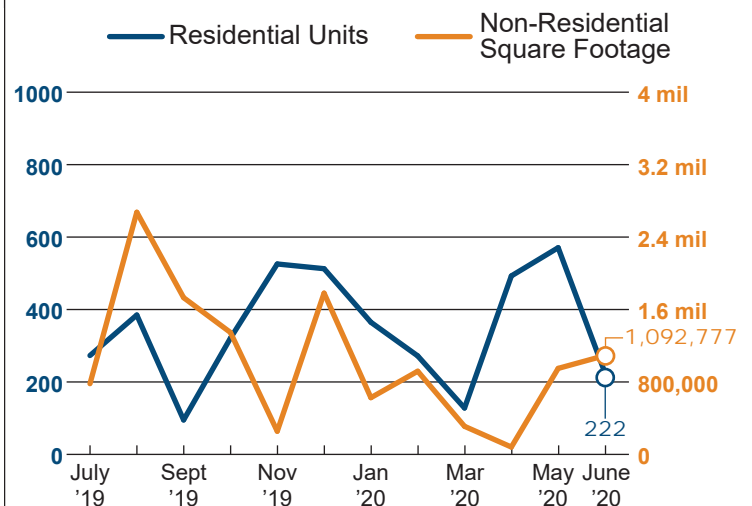


* Warehouse number is a subset of industrial total square footage

Location of Development

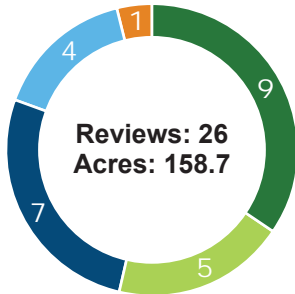


Year to Date



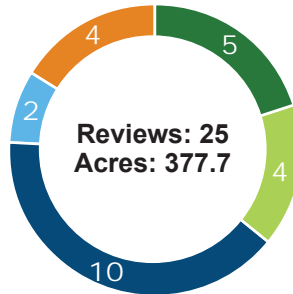
Plan Activity

Lehigh County



Residential Non-Residential
Stormwater Management

Northampton County



Subdivisions and Lot Line Adjustments Municipal Ordinances and Maps

Regional Totals*

17
Subdivision/Lot Line Adjustments

23
Development

6
Stormwater Management

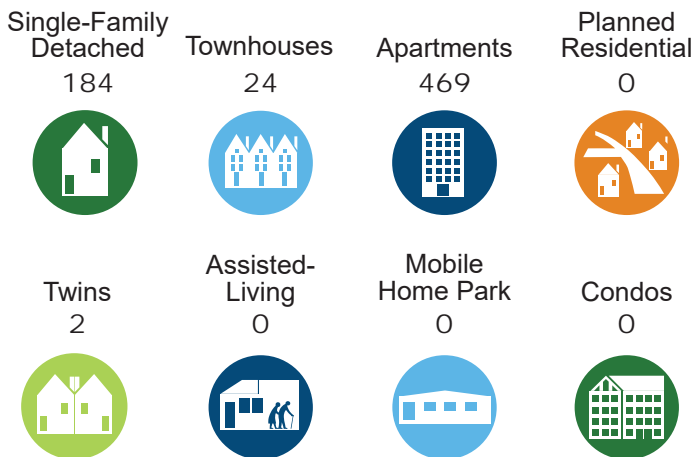
5
Municipal Ordinances and Maps

536.4
Acres

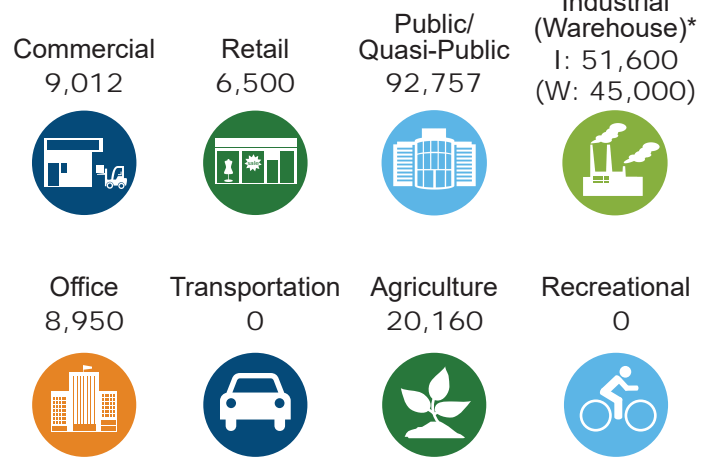
* Includes preliminary and final plans

Types of New Development

Housing: 679 Total Units

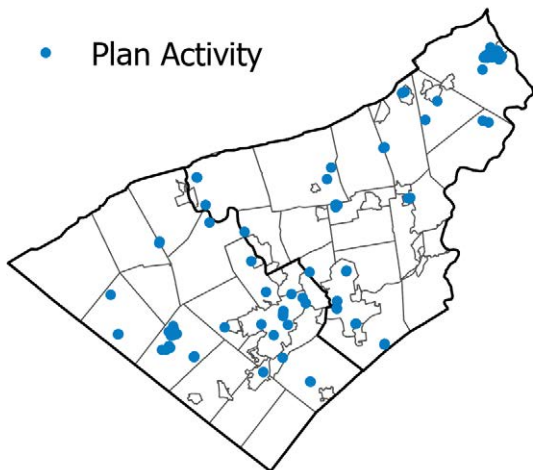


Non-Residential: 188,979 Total Square Feet

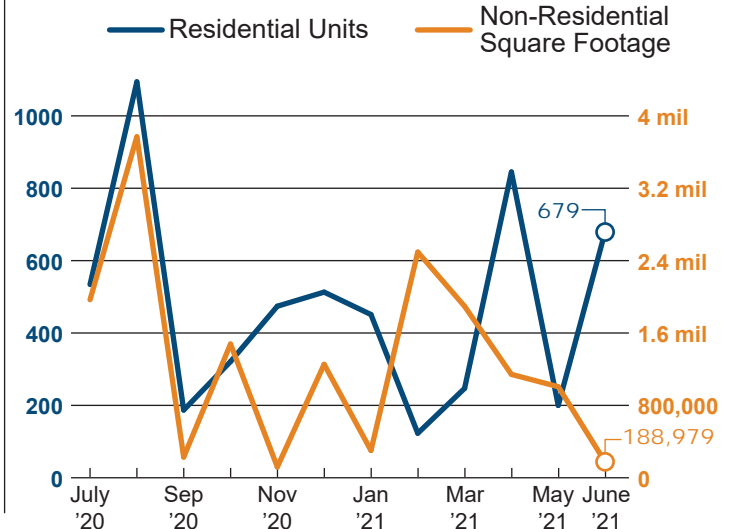


* Warehouse number is a subset of industrial total square footage

Location of Development

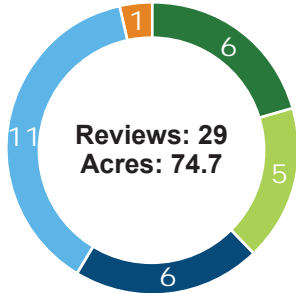


Year to Date

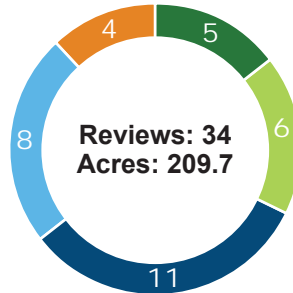


Plan Activity

Lehigh County



Northampton County



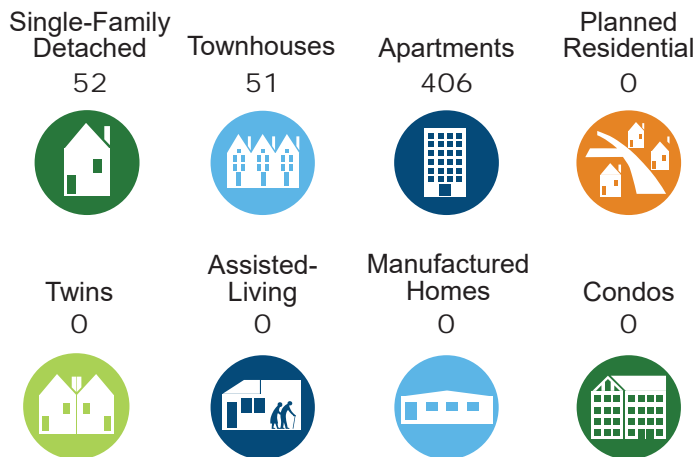
Regional Totals*



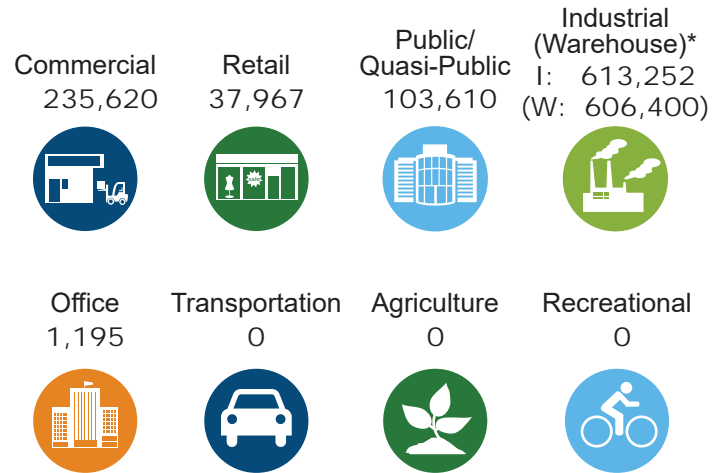
* Includes preliminary and final plans

Types of New Development

Housing: 509 Total Units

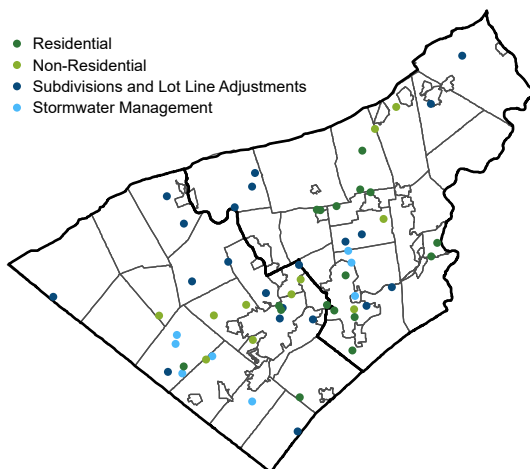


Non-Residential: 991,644 Total Square Feet

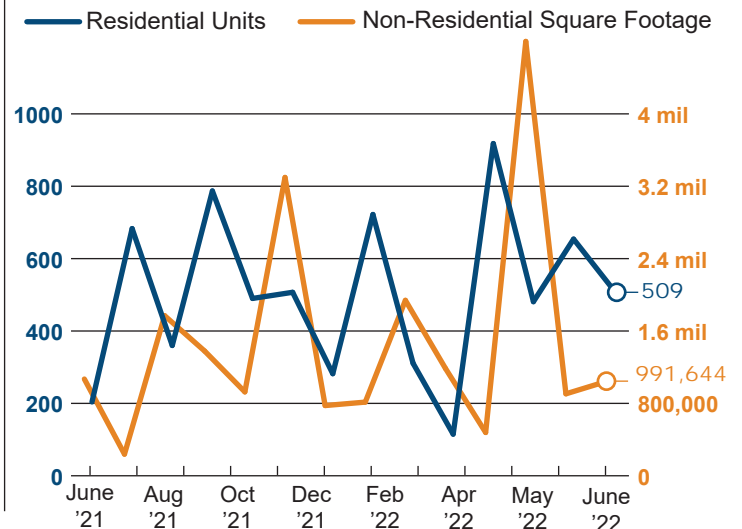


* Warehouse number is a subset of industrial total square footage

Location of Development

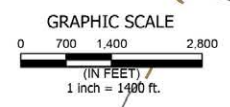


Year to Date





- Legend**
- Streams
 - - - UMT Trails
 - Railroads Active
 - Sidewalks and Pathways
 - Bike Lanes
 - UMT Parcels
 - Recreation Areas
 - UMT_Municipal_Boundary
 - Sanitary Easement
 - UMT Proposed Subdivisions
 - UMT Subdivisions Under Construction



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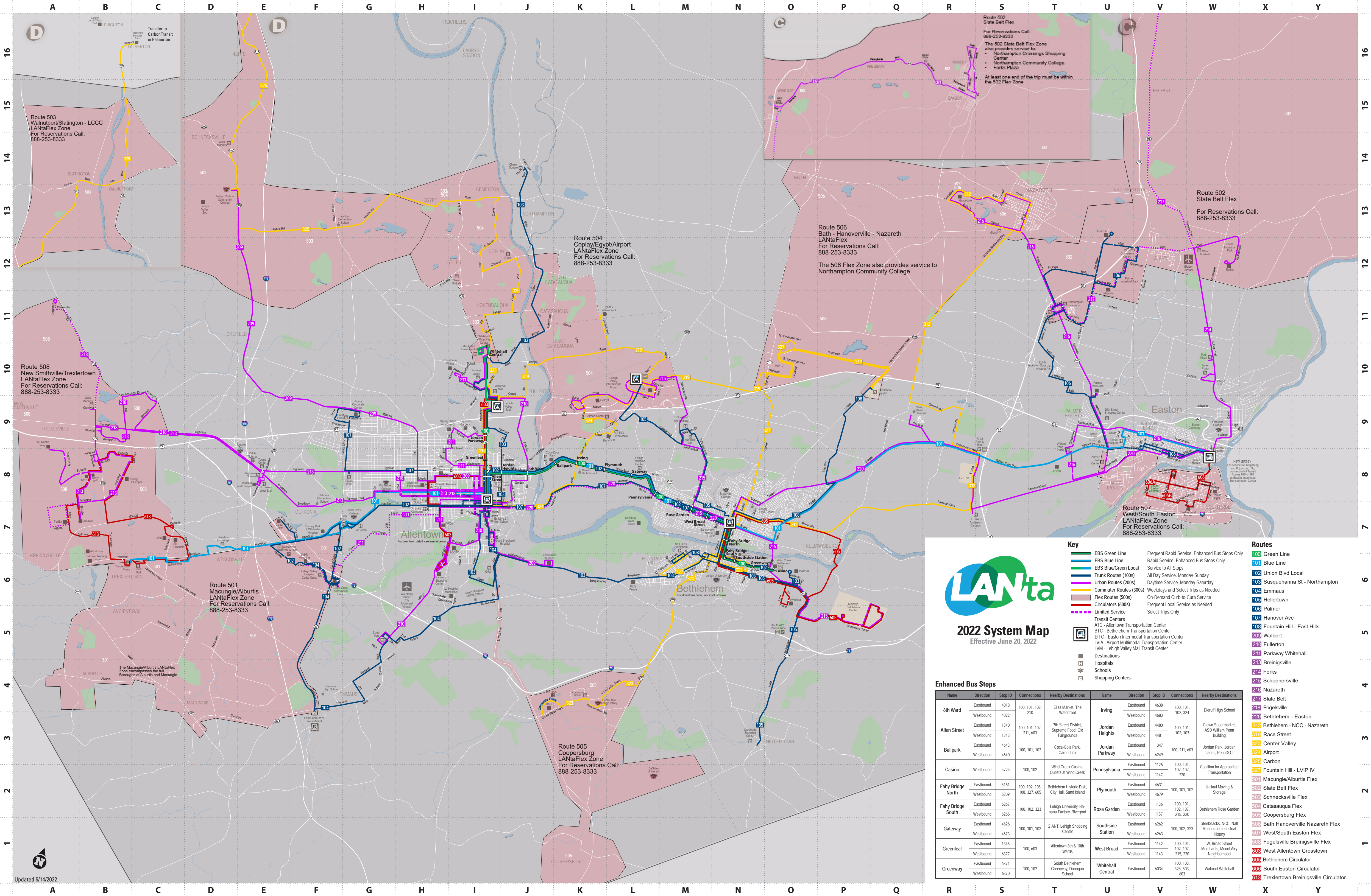
UMT TRAILS AND PATHWAYS MAP
PROPOSED AND UNDER CONSTRUCTION SUBDIVISIONS
 UPPER MACUNGIE TOWNSHIP
 LEHIGH COUNTY, PENNSYLVANIA

DESIGNED BY:	REVISIONS	DATE
XX	BY	DATE
XX	XX	XX
CHECKED BY:	YEAR-MC-DA	X" - X"
DATE:	XXX-XX-XXX	X of X
SCALE:		
JOB NUMBER:		
SHEET:		



2. LANTA

- Current Bus Routes
- Basic Bus Stop Elements



Route 503
Walnutport/Slatington - LCCC
LANtaFlex Zone
For Reservations Call:
888-253-8333

Route 504
Coplay/Egypt/Airport
LANtaFlex Zone
For Reservations Call:
888-253-8333

Route 505
Coopersburg
LANtaFlex Zone
For Reservations Call:
888-253-8333

Route 506
Bath - Hanoverville - Nazareth
LANtaFlex Zone
For Reservations Call:
888-253-8333

Route 507
West/South Easton
LANtaFlex Zone
For Reservations Call:
888-253-8333

Route 508
New Smithville/Trexlertown
LANtaFlex Zone
For Reservations Call:
888-253-8333

Route 501
Macungie/Alburtis
LANtaFlex Zone
For Reservations Call:
888-253-8333

Key

- EBS Green Line
- EBS Blue Line
- EBS Blue/Green Local
- Trunk Routes (100s)
- Commuter Routes (300s)
- Flex Routes (500s)
- Circulators (600s)
- Limited Service
- Transit Centers
- Destinations
- Hospitals
- Schools
- Shopping Centers

Routes

- 100 Green Line
- 101 Blue Line
- 102 Union Blvd Local
- 103 Susquehanna St - Northampton
- 104 Emmaus
- 105 Hellertown
- 106 Palmer
- 107 Hanover Ave
- 108 Fountain Hill - East Hills
- 209 Walbert
- 210 Fullerton
- 211 Parkway Whitehall
- 216 Breinigsville
- 218 Forks
- 219 Schoenersville
- 218 Nazareth
- 217 Slate Belt
- 213 Fogelsville
- 220 Bethlehem - Easton
- 312 Bethlehem - NCC - Nazareth
- 319 Race Street
- 323 Center Valley
- 324 Airport
- 325 Carbon
- 327 Fountain Hill - LVIP IV
- 501 Macungie/Alburtis Flex
- 502 Slate Belt Flex
- 503 Schnecksville Flex
- 504 Catasauqua Flex
- 505 Coopersburg Flex
- 506 Bath Hanoverville Nazareth Flex
- 507 West/South Easton Flex
- 508 Fogelsville Breinigsville Flex
- 608 West Allentown Crosstown
- 605 Bethlehem Circulator
- 606 South Easton Circulator
- 618 Trexlertown Breinigsville Circulator

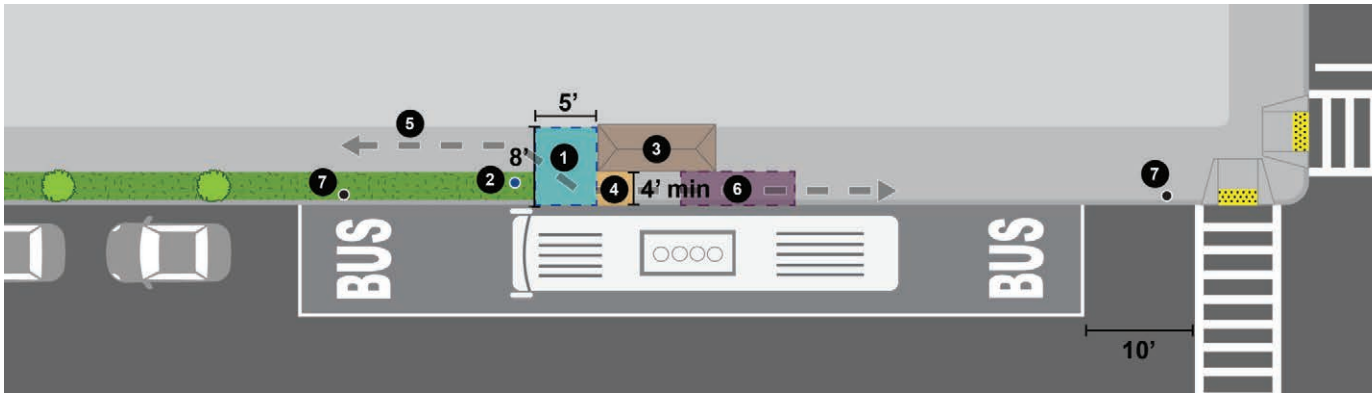


Enhanced Bus Stops

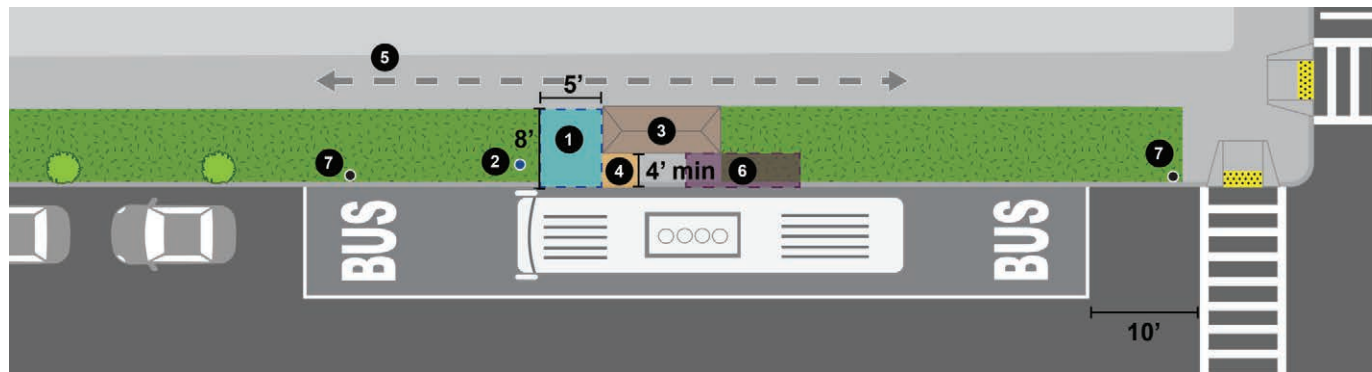
Name	Direction	Stop ID	Connections	Nearby Destinations	Name	Direction	Stop ID	Connections	Nearby Destinations
6th Ward	Eastbound	4018	100, 101, 102, 210	Elias Market, The Waterfront	Irving	Eastbound	4638	100, 101, 102, 324	Dieruff High School
	Westbound	4022				Westbound	4683		
Allen Street	Eastbound	1340	100, 101, 102, 211, 603	7th Street District, Supremo Food, Old Fairgrounds	Jordan Heights	Eastbound	4480	100, 101, 102, 103	Clown Supermarket, ASD William Penn Building
	Westbound	1343				Westbound	4481		
Ballpark	Eastbound	4643	100, 101, 102	Coca-Cola Park, CareerLink	Jordan Parkway	Eastbound	1347	100, 211, 603	Jordan Park, Jordan Lanes, PennDOT
	Westbound	4640				Westbound	6249		
Casino	Eastbound	5725	100, 102	Wind Creek Casino, Outlets at Wind Creek	Pennsylvania	Eastbound	1126	100, 101, 102, 107, 220	Coalition for Appropriate Transportation
	Westbound	5209				Westbound	1147		
Fahy Bridge North	Eastbound	5161	100, 102, 105, 108, 327, 605	Bethlehem Historic Dist., City Hall, Sand Island	Plymouth	Eastbound	4631	100, 101, 102	U-Haul Moving & Storage
	Westbound	6267				Westbound	4679		
Fahy Bridge South	Eastbound	6267	100, 102, 323	Lehigh University, Banana Factory, Riverport	Rose Garden	Eastbound	1136	100, 101, 102, 107, 215, 220	Bethlehem Rose Garden
	Westbound	6266				Westbound	1157		
Gateway	Eastbound	4626	100, 101, 102	GIANT, Lehigh Shopping Center	Southside Station	Eastbound	6262	100, 102, 323	SteelStacks, NCC, Nail Museum of Industrial History
	Westbound	4673				Westbound	6263		
Greenleaf	Eastbound	1345	100, 603	Allentown 8th & 10th Wards	West Broad	Eastbound	1142	100, 101, 102, 107, 215, 220	W. Broad Street Merchants, Mount Airy Neighborhood
	Westbound	6377				Westbound	1143		
Greenway	Eastbound	6371	100, 103	South Bethlehem Greenway, Donigan School	Whitehall Central	Eastbound	6034	100, 103, 325, 503, 603	Walmart Whitehall
	Westbound	6370				Westbound			

Basic Bus Stop Elements

Sidewalk separated from the curb with a narrow verge



Sidewalk separated from the curb with a wide verge



Plan View

Not to Scale

7 No parking signs or designation (if applicable)

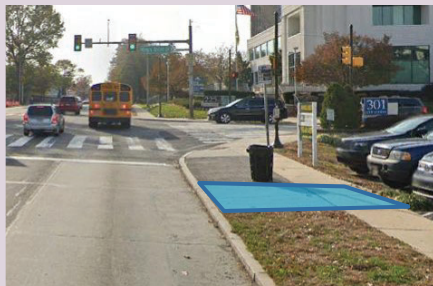
6 Clear zone for rear door and waiting area



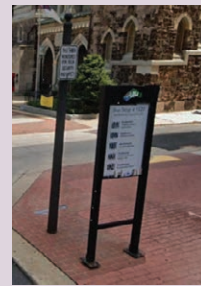
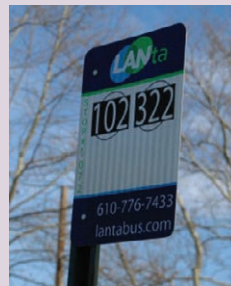
5 Accessible route (through the stop and to destinations)



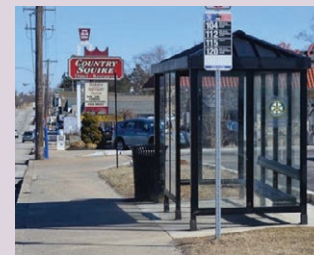
1 ADA loading pad



2 Bus stop sign



3 Shelter, bench or other street furniture (optional)



4 Accessible route (to the shelter)



Image credits: Google Earth, LANTA, DVRPC



Basic Bus Stop Elements (continued)

1 ADA loading pad

- Firm and stable surface, typically concrete
- Minimum clear length of 8' measured perpendicular to the roadway.
- Minimum clear width of 5' measured parallel to the roadway. Wider pad is desirable.
- Maximum cross slope is 1:48

2 Bus stop location sign

- Minimum 2' between the sign support structure and the curb/edge of the roadway
- Minimum 2' from ADA loading pad
- Vertical clearance from the ground to the bottom of the sign between 7' and 8'
- Not obstructing pedestrian accessible route
- Mounted on a post (or a shelter) that does not include any traffic control devices

3 Shelter, bench, bicycle parking, lighting trash receptacle and other amenities (optional)

Shelters

- Minimum clearance of 4' from the curb and not obstructing the clear area for the ADA loading pad or the pedestrian accessible route
- Minimum clearance of 4' around the shelter, which may be reduced to 2' for the distance between the back of the shelter and a building face or wall
- Installation in PennDOT's right-of-way requires a Transit Shelter Right-of-Way Placement Agreement. Installation on other public right-of-way or private property may require an easement and/or maintenance agreement.

4 Accessible route (between the ADA loading pad and the shelter)

- Desirable minimum width of 4' with a required minimum clear width of 3'
- Maximum running slope is 1:20
- Maximum cross slope is 1:48

5 Accessible route (through the stop and to destinations)

- Firm, stable, and slip resistant surface
- Desirable minimum width of 5' with a required minimum clear width of 4'
- Maximum cross slope is 1:48
- Note: There may be limitations to providing ADA compliant accessible routes to bus stops. Providing sidewalks, crosswalks and other pedestrian infrastructure for accessible routes may involve coordination between municipalities, PennDOT, transit agencies, and/or property owners.

6 Clear zone for rear door access and waiting area

- Level area free of obstructions to wait for the bus and access the bus via the rear door
- The size of the waiting area should be based on ridership at the bus stop
- For rear door access, the desirable minimum length is 4' measured perpendicular to the roadway and the desirable minimum width is 10' measured parallel to the roadway
- Desirable paved surface, but can be grass

7 No parking signs or designation (if applicable)

- No parking may be designated with signs, painted curbs, and/or pavement markings
- Municipalities are responsible for no parking designations, as well as pavement markings for the bus stop





3. Demographics

- _1 Population/ Age/ Race
- _2 Industry/ Education
- _3 Commuting
- _4 Housing
- _5 Disability Analysis

_1 POPULATION_AGE_RACE

Year	Upper Macungie Township		Lehigh County	
	Population	% Change	Population	% Change
2010	20,063		349,497	
2020	26,377	23.9%	374,557	6.69%
2030	28,355	7.0%	427,162	12.31%
2040	32,220	12.0%	469,975	9.11%

Source: Lehigh Valley Planning Commission

Regional Population Comparison				
Municipality	1990	2000	2010	2020
Lower Macungie	16,871	19,220	30,633	32,426
South Whitehall	18,261	18,028	19,180	21,080
Lowhill	1,602	1,869	2,173	2,292
Upper Macungie Tow	8,757	13,895	20,063	26,377
Weisenberg	3,246	4,144	4,923	4,976
Lehigh County	291,130	312,090	349,497	374,557

Source: Lehigh Valley Planning Commission, Decennial Census

Population by Age - Upper Macungie Township			
	2011	2021	
Age Group	%	%	% Change
Under 5 years	4.70%	6.40%	1.70%
5 to 9 years	8.00%	5.00%	-3.00%
10 to 14 years	9.20%	9.10%	-0.10%
15 to 19 years	6.60%	6.70%	0.10%
20 to 24 years	3.30%	4.80%	1.50%
25 to 29 years	4.40%	6.70%	2.30%
30 to 34 years	4.60%	5.70%	1.10%

35 to 39 years	7.00%	8.20%	1.20%
40 to 44 years	10.80%	5.70%	-5.10%
45 to 49 years	11.20%	6.10%	-5.10%
50 to 54 years	7.80%	6.70%	-1.10%
55 to 59 years	6.30%	8.50%	2.20%
60 to 64 years	4.80%	7.10%	2.30%
65 to 69 years	2.50%	3.90%	1.40%
70 to 74 years	3.10%	3.20%	0.10%
75 to 79 years	1.90%	2.80%	0.90%
80 to 84 years	1.30%	1.20%	-0.10%
85 years and over	2.40%	2.30%	-0.10%

Source: US Census, ACS 5-Year Estimates

Racial and Ethnic Composition: 2010 - 2020								
Race/Ethnicity	Upper Macungie Township				Lehigh County			
	2010 Pop.	%	2020 Pop.	%	2010 Pop.	%	2020 Pop.	%
White	16,448	81.98%	17,962	68.10%	250,245	71.60%	227,994	60.87%
African American	498	2.48%	1067	4.05%	17,230	4.93%	22,950	6.13%
Am. Indian/Alaskan Native	22	0.11%	25	0.09%	442	0.13%	337	0.09%
Asian	1786	8.90%	3,767	14.28%	10,090	2.89%	13,725	3.66%
Native Hawaiian/Pac. Islander	2	0.01%	3	0.01%	65	0.02%	91	0.02%
Hispanic/Latino	988	4.92%	2511	9.52%	65,615	18.77%	96,981	25.89%
Some Other Race	28	0.14%	111	0.42%	555	0.16%	1,779	0.47%
Two or More Races	291	1.45%	931	3.53%	5,255	1.50%	10,700	2.86%
Total	20,063		26,377		349,497		374,557	

_2 INCOME AND EDUCATION

Median Household Income/Poverty Comparison				
	Median Household Income		% of Pop. Below Poverty Level	
	2011	2021	2012	2021
Lower Macungie	\$82,423.00	\$106,288.00	4.90%	3.60%
South Whitehall	\$66,498.00	\$86,158.00	4.40%	5.40%
Lowhill	\$86,071.00	\$115,938.00	5.90%	2.20%
Upper Macungie Township	\$93,427.00	\$104,631.00	3.00%	2.80%
Weisenberg	\$80,217.00	\$112,366.00	4.40%	2.00%
Lehigh County	\$54,312.00	\$68,738.00	12.90%	12.10%

Source: ACS 5-Year Estimates

2021 Industry Breakdown - Upper Macungie Township	
Industry	Employed Population 16 years and over
Agriculture, forestry, fishing and hunting, and mining	52
Construction	131
Manufacturing	2,013
Wholesale trade	504
Retail trade	1,644
Transportation and warehousing, and utilities	836
Information	105
Finance and insurance, and real estate and rental and leasing	645
Professional, scientific, and management, and administrative and waste management services	1,915
Educational services, and health care and social assistance	4,301

_2 INCOME AND EDUCATION

Arts, entertainment, and recreation, and accommodation and food services	608
Other services, except public administration	430
Public administration	467
Total	13,651

Source: 2021 ACS 1-Year Estimates

Educational Attainment for Residents Over 25 Years of Age						
Educational Attainment	Lower Macungie	South Whitehall	Lowhill	Upper Macungie Township	Weisenberg	Lehigh County
No High School Diploma	3.60%	6.20%	3.20%	4.20%	7.00%	10.30%
High School Graduate	20.90%	27.70%	20.20%	19.50%	28.90%	32.20%
Some College, No Degree	16.90%	14.80%	16.80%	11.00%	15.20%	16.60%
Associate's Degree	8.80%	9.40%	8.20%	9.70%	14.30%	9.50%
Bachelor's Degree	31.10%	23.70%	31.90%	30.10%	20.20%	19.30%
Graduate or Prof. Degree	18.70%	18.10%	19.70%	25.40%	14.50%	12.10%
Residents with at least a High School Diploma	96.40%	93.80%	96.80%	95.80%	93.00%	89.70%
Residents with at least a Bachelor's Degree	49.80%	41.90%	51.60%	55.50%	34.70%	31.40%

Source: 2021 ACS 5-Year Estimates

_3 COMMUTING VEHICLES

Commuting to Work (2021)		
Transportation Mode	Percentage of Workforce	
	Upper Macu	Lehigh County
Car, Truck, or Van-drove alone	82.30%	71.10%
Car, Truck, or Van-Carpooled	3.50%	6.90%
Public Transportation	0.00%	1.40%
Worked at Home	13.70%	18.10%
Other means (taxi, bike, motorcycle)	0.10%	1.10%
Walked	0.50%	1.20%

Source: 2021 ACS 5-Year Estimates

Travel Time to Work (2021)		
Travel Time	Percentage of Workforce	
	Upper Macu	Lehigh County
Less than 10 minutes	14.90%	11.40%
10-19 minutes	30.50%	34.20%
20-29 minutes	23.40%	26.00%
30-34 minutes	13.30%	15.00%
35-44 minutes	4.00%	4.00%
45-59 minutes	5.00%	4.40%
60+ minutes	8.90%	5.10%
Mean Travel Time (minutes)		23.4

Source: 2021 ACS 5-Year Estimates

Vehicles Available by Household (Estimate)		
	Upper Macungie To	Lehigh County
Workers 16 Years and Over in Households	12,622	175,072
No Vehicle Available	0.20%	3.20%
1 Vehicle Available	10.00%	19.10%

_3 COMMUTING VEHICLES

2 Vehicles Available	50.90%	44.30%
3+ Vehicles Available	38.90%	33.40%

Source: 2021 ACS 5-Year Estimates

_4 HOUSING

Year Householder Moved Into Unit						
Municipality	2019 or Later	2015-2018	2010-2014	2000-2009	1990-1999	1989 and Earlier
Lower Macungie	893	2,347	1,960	4,244	1,667	1,256
South Whitehall	665	1,689	1,070	1,835	980	1,900
Lowhill	11	137	111	271	123	175
Upper Macungie Township	735	2,603	1,373	2,448	1,315	839
Weisenberg	58	277	234	430	432	355
Lehigh County	13,366	39,449	21,464	30,043	17,279	20,174

Source: 2021 ACS 5-Year Estimates

Age of Housing Stock		
Period Built	Upper Macungie Township	Lehigh County
2020 or Later	65	257
2010-2019	1,825	5,604
2000-2009	2,653	15,219
1980-1999	2,631	28,032
1960-1979	1,646	34,820
1940-1959	409	24,912
1939 or earlier	480	32,931

Source: 2021 ACS 5-Year Estimates

Median Housing Price (Owner-Occupied Estimates)	
Municipality	Median Price
Lower Macungie	\$302,700.00
South Whitehall	\$262,500.00
Lowhill	\$381,600.00
Upper Macungie Township	\$311,500.00
Weisenberg	\$335,400.00

_4 HOUSING

Lehigh County	\$224,700.00
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Source: 2021 ACS 5-Year Estimates

Median Housing Rent (2021)	
Municipality	Rent
Lower Macungie	\$1,623.00
South Whitehall	\$1,536.00
Lowhill	\$1,636.00
Upper Macungie Township	\$1,569.00
Weisenberg	\$1,560.00
Lehigh County	\$1,224.00

Source: 2021 ACS 5-Year Estimates

Units in Structure - Upper Macungie Township		
Units	Number	Percent
1-unit, detached	5,532	57.0%
1-unit, attached	2231	23.0%
2 units	25	0.3%
3 or 4 units	86	0.9%
5 to 9 units	498	5.1%
10 to 19 units	324	3.3%
20 or more units	484	5.0%
Mobile home	529	5.4%
Boat, RV, van, etc.	0	0.0%
Total	9,709	

Source: 2021 ACS 5-Year Estimates

_5 DISABILITY ANALYSIS

Disability		
	Upper Macungie Township	Lehigh County
Total noninstitutionalized population	25,745	367,928
With a Disability	2,289	46,841
% with a Disability	8.90%	12.70%

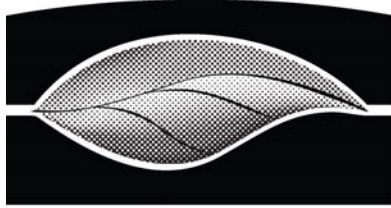
Source: 2021 ACS 5-Year Estimates

Disability by Age				
	Upper Macungie Township		Lehigh County	
	Number	Percent	Number	Percent
Under 5 years	0	0.00%	72	0.30%
5 to 17 years	200	4.00%	5,369	8.50%
18 to 34 years	447	9.50%	6,495	8.00%
35 to 64 years	679	6.20%	17,537	12.30%
65 to 74 years	303	16.50%	7,115	20.10%
75 years and over	660	41.90%	10,253	43.10%

Disability Type by Age Range						
	Vision Difficulty			Ambulatory Difficulty		
	<18 years old	18 to 64 years old	65+ years old	<18 years old	18 to 64 years old	65+ years old
Upper Macungie Township						
Number	4	164	52	0	448	786
Percent of Total Disabled Population	0.2%	7%	2.3%	0.0%	19.6%	34.3%
Lehigh County						
Number	578	4,918	3,121	419	10,071	10,562
Percent	0.70%	2.20%	5.30%	0.70%	4.50%	17.80%



4. Steering Committee Meeting Notes



MEETING NOTES

Project:	Upper Macungie Township Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	Upper Macungie Township Building	Meeting Date/Time:	February 9, 2022 6:00pm-8:00pm
Re:	Committee Meeting 1-NOTES	Issue Date:	02/10/2022

ATTENDEES:

See attached sign-in sheet.

Virtual Attendees:

See attached Virtual Attendees.

NOTES:

1. Township Introduction/ Greeting
 - Township Manager Bob Ibach welcomed the Committee and thanked them for their interest and time on this important Township study. He introduced Pete Simone (PS) of Simone Collins (SC) Landscape Architecture—consultants to the Township for this study.
2. Consultant Team Introduction
 - PS introduced the SC team: Geoff Creary (GC), Anita Nardone (AN) and engineering consultant Spotts Stevens McCoy (SSM), Mark Stabolepsky.
 - PS initiated Committee introductions to each other and SC
3. Project Scope/ Schedule/ Study Area
 - PS: Scope Components: Inventory/ Evaluation of sidewalks and trails; identification of use areas and infrastructure; costs and prioritization; site reconnaissance; education; public participation; final compelling report.
 - Project Schedule Attached
 - PS: Study area of UMT diverse (rural/ urban areas); significant transportation infrastructure (highway and rail); established residential and warehouse/distribution centers; relatively flat grades at the center of the Township with more gradients to the northern and western boundaries; unique destination: velodrome.
4. Data and inventory (GC)

- GC explained the requirement of research into existing planning study as a starting point of the analysis. Requested Committee's identification of pertinent information.
5. 'Trails 101'
 - GC presented an overview of trail types; design standards, signage and visual concepts of the 'toolbox' for connectivity design.
 - Destinations and Routes: Where do you want to go? What are the challenging intersections?
 6. Card Technique for Public Input
 - GC explained the method SC will use to solicit public input to establish goals, facts, concepts and potential partners to make the project elements a reality.
 7. Q&A/ Discussion

PS opened up the presentation to comments/questions:

- I love back roads for cycling. The truck traffic is increasing. Can we restrict them?*
PS: Restrictions could be a strategy. TBD.
- How will project information be advertised?*
PS: A section of the Twp. website will be dedicated to documenting the study information.
- Concerns about Grange + Lone Lane + Greenhill. 'Low hanging fruit' good idea. Small improvements could help.*
- Resident of Greenhills neighborhood: No one uses the sidewalks! Trees make the sidewalks dangerous.*
PS: Sidewalks that don't connect or are short do not encourage use. Longer stretches are more purposeful.
- Did you (SC) bring a plan that you've developed as a starting point for UMT?*
PS: No! Our job is to learn the desires and concerns from YOU. Connectivity design is an iterative process.
- How do you prioritize connectivity elements?*
PS: Results of the public input + cost + grant opportunities to enable engineering and construction funding. Complimented UMT for their ability to secure funding.
- Please comment on the public property vs. private property issues involved in connectivity. (E.g., residential, HOAs, industrial lands)*
PS: Complex process of negotiating easements; getting buy-in from established property owner; identifying connections on Township maps for important connections by future development.
- What element of UMT stood out to you (SC) on your initial review of the Township?*
GC: Great opportunities! Warehouse setbacks are good; ROWs are wide in some areas; grades are good.

- i. *Clear signage is important! Please identify bus stop locations (school and transit). Walking to bus stops is an important priority for families with school children.*
PS: Great point! Bus and transit are important components in an overall connectivity plan. They should support each other.
- j. *Comment: I am a casual biker. I like to drive to where I can bike for a longer distance e.g. rails to trails areas.*
PS: Agreed. In UMT, it may be important really look at stringing destinations together. For example, the large number of wineries present an opportunity.
- k. *The Velodrome present issues with riders occupying the streets near the facility.*
PS: May need to look at signage and educating motorists about this area.
- l. *Accessibility to the disc golf course? Dog park?*
- m. *Echo the SC point that the Township is the 'driver' of the local knowledge that will make this plan successful.*
- n. *I like the typical Rail/Trail paths; wider, gravel, bikes and walkers can pass.*
PS: Multi-use trails require a minimum width of 8' and preferably 14' for off-road trails. Trail material chosen depends on grades (gravel can wash out).
- o. *Small improvements can make a big difference!*
- p. *I enjoy the D&L Trail for long rides and out-of-town connections.*
PS: The work on this plan will not only look at the Township but also at the important connections that can be made throughout the region.

8. Next Steps:

- Public Opinion Survey and Wikimapping will be initiated to solicit input electronically on connection elements, desired destinations and routes. These surveys will be available in March 2022 and advertised through the Township newsletter and website.

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Anita Nardone, PE
Project Manager
Simone Collins Landscape Architecture

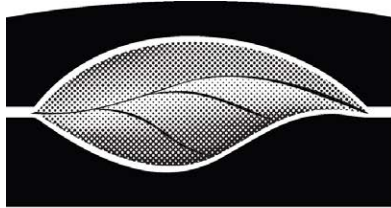
Name	Email
Gwen McCurdy	[Redacted]
Lora Spangler	[Redacted]
Jennine Thomas	[Redacted]
Yvonne Schweighardt	[Redacted]
Scott Johnson	[Redacted]
Nagi Latefa	[Redacted]
Tricia Mohr	[Redacted]
Christopher Svetcov	[Redacted]
Tim Flehmer	[Redacted]
Tom Wask	[Redacted]
Nisha N-Arwar	[Redacted]
Abbi Pastuski	[Redacted]
Mary Schuman	[Redacted]
Brad Reese	[Redacted]
Michael Bender	[Redacted]
JANET HORBERT BUSHINSKY	[Redacted]
Byron Cook	[Redacted]

Virtual Attendees
February 8, 2022
Upper Macungie Trail Connectivity & Walkability
Steering Committee meeting 1

Janet Shultz
Paul McNemar
Mark Stabolepsky
Kerri Green
Amir Famili
Jenna Azar (Guest)
Gail Mlcca (Guest)
Nimisha Deb (Guest)
Peter Simone
Matthew Joseph
Christopher Strohler
Karen Fitzpatrick
Steve Crampton (Guest)
Craig Kauffman

Trail Connectivity & Walkability Plan

	February	March	April	May	June	July	August	September	October	November	
Review background data and previous studies	[Bar]										
Site Reconnaissance	[Bar]	[Bar]	[Bar]				[Bar]				
Obtain and set up base mapping	[Bar]										
Existing Roadway, Sidewalk inventory and mapping		[Bar]									
Existing Trail / Trail Plans inventory and mapping / Strava data		[Bar]									
Access ADA accessibility issues / locations		[Bar]									
Create sidewalk gap plan			[Bar]								
Create trail gap plan			[Bar]								
Conceptual wayfinding signs locations					[Bar]						
Concept cost estimates for proposed improvements						[Bar]					
Prioritize improvements						[Bar]					
Funding Strategy / Implementation Strategy						[Bar]					
Write and Assemble Walkability and Bikeability Report					[Bar]						
Draft Plan								[Bar]			
Thirty (30) day draft plan review									[Bar]		
Revisions to create final plan										[Bar]	
Final Plan										[Bar]	
Public Participation											
Public Meeting #1 - information gathering / brainstorming	[Bar] 22nd										
Public Meeting #2 - preliminary plan concepts				[Bar] 31st							
Public Meeting #3 - draft plan							[Bar] 13th				
Public Meeting #4 - final plan									[Bar] 15th		
Committee Meeting #1 - information gathering / brainstorming	[Bar] 8th										
Committee Meeting #2 - preliminary plan concepts			[Bar] 10th								
Committee Meeting #3 - refined concepts					[Bar] 12th						
Committee Meeting #4 - pre draft plan						[Bar] 16th					
Committee Meeting #5 - agree on revisions for final plan report								[Bar] 11th			
Write and administer public opinion survey		[Bar]									
Set Up and administer Wiki Mapping Interactive mapping tool		[Bar]									
Key Person / Agency Interviews (15)		[Bar]			[Bar]						
Meeting with LVPC								[Bar]			
Meetings (2) with PennDOT District 5-0		[Bar]						[Bar]			
Coordination with Township staff	[Bar]										



MEETING NOTES

Project:	Upper Macungie Township Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	Upper Macungie Township Building	Meeting Date/Time:	May 10, 2022 6:00pm-8:00pm
Re:	Committee Meeting 2-NOTES	Issue Date:	02/10/2022

ATTENDEES:

See attached sign-in sheet.

Virtual Attendees:

See attached Virtual Attendees.

NOTES:

1. Team and Steering Committee Introduction – Pete Simone (PS)
2. Project Schedule
 - PS: Reviewed progression of the plan study. Purpose of this evening's meeting is to show the progress of the data collection; base map creation; public input and analysis---which currently stans at approx. 20% complete.
 - Project Schedule Attached
3. Review of Previous Meetings – Anita Nardone (AN)
 - CM1 and PM1 meetings: Introductions to the scope of the project and introductions; initial discussion and feedback from committee of challenging issues within the Twp.
4. Update: Public Opinion Survey & Wikimapping – Anita Nardone (AN)
 - AN presented the results to-date from the public opinion survey: # of responses to date (124) and summarized the survey categories and main 'takeaways' from the data:
 - Demographics: A good cross section of ages represented; 'deep rooted' community (>10 years in Twp)
 - Transportation & Mobility-General: "I feel uncomfortable or very uncomfortable" walking and biking

- o Transportation & Mobility-School/Work: No use of LANTA! Some interested
 - o Education: Most in favor of youth education; 40% of adults would consider video education on ped/bike/ motorist safety
 - o General Issues & Concerns: Over 36 specific responses; 83% would deal with longer commutes if it meant safer pedestrian environment
 - o Summary: Too much truck traffic + Interest in increasing public transit use + Connections to neighborhoods/ Parks + Longer off-road stretches of trails for biking and walking
 - Wikimapping Update: 83 specific map inputs and map viewed to show where input was targeted.
5. UMT Site Visit: Observations and discussion – Geoff Creary (GC)
 6. Base mapping Presentation – Geoff Creary (GC)
 7. Analysis – Geoff Creary
 - GC took the Committee through all of the ‘layers’ of data that are formed to build a ‘picture’ of challenges and opportunities within the Twp. These include major barriers (78, 222, 476, 100, 309); underpasses; sidewalks; existing trails; rails, residential areas; industrial areas; STRAVA data (biking and walking)
 - Where can the ‘connections’ be practicalloy made?
 8. Preliminary Concepts: Application of the ‘Toolbox’ – Geoff Creary (GC)
 - GC reviewed the ‘toolbox’—20 items that could be investigated for use in UMT
 - GC took the Committee through 15 items at specific places of applicability in the Twp.: Crosswalks, Sidewalks, Bike Lane; Special Crossing (RR); Multiuse Trails; Speed Tables; Speed Cushions, Rapid Flashing Beacons; Pedestrian refuge islands; side paths (defined as a trail that exists alongside a roadway accommodating peds and bikes---safe!); Sharrow; Bike Parking; Bike Share; Protected Bike Intersection; School Walking Routes (maybe applicable for Veterans ES—near new development of multi-family units)
 9. Comments/ Discussion/Questions
 - GC closed the presentation and opened up the discussion to the Committee. The following items were brought up:
 - a. **Survey Participation**
 Comment: Committee person felt that 124 responses was too low. Discussion ensued on other ways to publicize this study and encourage participation.
 - b. **Sidewalks**
 Comment: I might prefer to see speed control ‘tools’ instead of sidewalks in my neighborhood.
 Response: GC_agreed! Sidewalks are expensive, concerns about maintenance. Should be looked at critically.

- c. **Question:** How are we planning for the old Air Products campus?
Response: (GC) We don't know if that parcel could become warehouse; comm or a mix. Time is now for making sure that priority connection tools are illustrated for negotiation with owner.
- d. **Side Paths**
Comment: Side paths have great potential in UMT. Lower Macungie has a good model that should be replicated in UMT. People prefer side paths---as materials are generally easier on joints for walking.
Response: GC agreed. Noted that they can be used for many connections points, children safer and more comfortable on side paths. PS noted that this 'comfort' issue was loud and clear from survey.
- e. **Speed/ Traffic Enforcement**
Comment: UMT-PD needs to know where the problems are and help enforce speed, etc.
Response: PS noted that as these measures are built---safety for ALL modes of transportation generally improve---cars, peds, bikes, etc.
- f. **Suggested Route:** Centronia to Daniel and then into the developments
- g. **Uline Trail**
Comments: Committee discussed public use of trail. Path ends in cinder trail that was old Air Products path---which could connect to Rt. 100 and get close to other neighborhoods. No parking. Users noted Aldi as a parking location. No ped crossing at Hamilton/ Mill Creek. Crosswalks need to be much bolder.
Response: Kal S. noted that interviews with Uline and Air Products should confirm their intent on the public use of the trail. Currently--
-there are no 'private' signs. The public seems welcome. PS noted that SC will recommend that UMT get a public easement so that the use of the paths is ensured for the future.
- h. **Approaching Private Land Owners for Access**
Question: Have any landowners been identified to approach access easements? E.g Jaindl is a large property owner.
Response: (GC) Once we have identified the priority locations, we will discuss communication with these owners.
- i. **Fogelsville/ Boy Scout/ Dam Area/ Fish Ponds**
Question/Comment: After viewing the base map---discussion focused on the NW area of Twp and making connections from residential to this important area. Suggestions were noted and an

offer of accompanying SC on a tour of the area near the Boy Scout property. (Dave K.)

j. **Private Property Concerns**

Comment: Some concern was voiced on people wandering off trails into private property. What can be done?

k. **Other ride/bike source data used?**

GC: 'AllTrails' and 'Ride with GPS' also provide data in addition to STRAVA.

10. Next Steps:

- Preparation of Poster to advertise Public Meeting #2-May 31st
- Encouragement of Committee to spread the word
- Further development of Analysis and Base Map

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



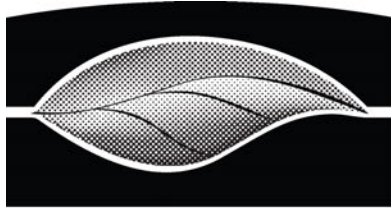
Anita Nardone, PE
Project Manager
Simone Collins Landscape Architecture.

Name	Email
Yvonne Schweighardt	[Redacted]
Jennine Thomas	[Redacted]
Tom Maje	[Redacted]
Janet Shultz	[Redacted]
DAVID KUTZOR	[Redacted]
Elvis Sretcov	[Redacted]
Byron Cook	[Redacted]
Craig Kaufman	[Redacted]
Mel Fulmer	[Redacted]
Scott Johnson	[Redacted]
Kathleen Fitzpatrick	[Redacted]
Paul McNamee	[Redacted]

Meeting Summary

Total Number of Participants 10
Meeting Title UMT: Trail Connectivity/Walkability- Coi
Meeting Start Time 5/10/2022, 5:47:57 PM
Meeting End Time 5/10/2022, 7:50:01 PM
Meeting Id 7f142c63-d099-4e59-89a7-8ce0b26554!

Full Name	Join Time
Peter Simone	5/10/2022, 5:47:57 PM
Kalman Sostarecz	5/10/2022, 5:55:04 PM
Lora Spangler (Guest)	5/10/2022, 5:55:06 PM
Kerri Green	5/10/2022, 5:58:24 PM
Tim Helmer (Guest)	5/10/2022, 6:02:18 PM
Jenna Azar	5/10/2022, 6:02:26 PM
Janet Norbert-Bushinsky (Guest)	5/10/2022, 6:03:23 PM
Timothy Helmer	5/10/2022, 6:04:06 PM
Gail Micca (Guest)	5/10/2022, 6:12:52 PM
Guy	5/10/2022, 6:15:42 PM



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan Study	Project No.:	21036.10
Location:	Upper Macungie Township Building/Microsoft Teams Meeting	Meeting Date/ Time:	7.12.22 6:00 – 7:00pm
Re:	Committee Meeting 3	Issue Date:	07.13.2022

ATTENDEE LIST:

Committee: Paul McNemar, Jennine Thomas, Yvonne Schweighardt, Gwen McCurdy, Tom Male, Karen Fitzpatrick, Byron Cook, David Kutzor (sign-in sheet attached)

UMT: Kalman Sostarecz

Simone Collins: Anita Nardone, Geoff Creary, Bryce Brucker

Virtual Attendees: Listing attached.)

GENERAL NOTES:

Presentation

- Anita Nardone and Geoff Creary of Simone Collins led the group through a brief presentation which included the following elements:
 - Introductions
 - Update: Survey Monkey & Wikimapping results to date
 - ‘Toolbox’ review
 - Basemapping Presentation
 - Analysis
 - Refined Concepts: Application of Improvement ‘Toolbox’
 - Next Steps
 - Committee Input & Discussion
- A committee member asked if we had planned a KPI planned with Air Products Inc.
 - Anita responded - we currently do not but will look into this possibility.

Discussion

Geoff asked for Committee input to possibility of speed limit reductions within the Township and the Schantz Road Underpass.

Speed Limit Reductions

- In regard to speed limit reductions, a committee member suggested that Cetronia Rd. should be lowered from 40 Miles Per Hour
 - Geoff responded – Cetronia is a PennDOT road, so we will make best efforts.

Schantz Road Underpass

- A detailed discussion of the Schantz Rd. underpass took place. While the tunnel in this location represents an obstacle to providing pedestrian and bikeable connections, the one-way/ low clearance tunnel also provides 1. traffic calming, and 2. A restriction to truck traffic on those roads. It was brought to the attention of Simone Collins that the previous board of the planning commission wanted to keep the underpass as is, to retain traffic calming
- The prospect of boring through the grade next to the underpass became a more feasible option, noting that raising the required distance of track for adequate profile requirements would be prohibitive. (Kal noted the distance requirement is 0.5 mile in each direction.)
- Boring could potentially be a way to control the stormwater pattern on Schantz
- Committee members in general agreement that the current underpass accomplished truck and traffic calming controls---which is desirable.
- Geoff explained the use of laser systems on Schantz underpass to warn trucks of clearance issues. Recommended Steve Norcini, PE (Township Engineer-Radnor Township, PA) as a reference for this item.
- One Committee member suggested shutting down the underpass altogether. Another committee member suggested that this wouldn't solve any issue, but rather it would push the truck traffic issue to Cetronia
- Boring could potentially be a way to control the stormwater pattern on Schantz.

Other Discussion Items – Township Areas to be Considered

- Committee member pointed out that truck drivers have dangerous walks on Oakview Dr. and Tilghman St, while trying to access commercial areas east of I476
 - Paul McNemar (also member of Planning Commission) provided some more specific concerns about this area after the meeting with Anita
- Similarly, Hamilton Crossing was a repeated destination brought up by committee (as well as public opinion survey desired destination for retail). Though it is out of Upper Macungie Township, members were interested in ways to spearhead walkability to this area
 - Some potential roads to look at include; Grange, Mill Creek, Krocks.
 - Is it possible to get southeast of Lone Lane Park down to Hamilton Crossing??
- Committee Member brought up the concern and importance of trailhead/trailhead parking

- Member proposed old Air Products for a small trailhead
- Another member brought up using Grange Road Park
- A small loop area near Cetronia/ Mill Creek is currently SW mgmt.; could possibly be looked at for 10-12 cars if re-engineered.
- One member was curious why the proposed side path did not continue south from Schantz to Cetronia
 - Geoff responded that it crossed private properties/had setback issues, however we will verify on plan
- Paul M. requested a review of the old Air Products site (now ProLogis) of how pedestrian crossing of Hamilton Blvd to Mill Creek and into Lower Macungie could be accomplished. Noted that the Planning Commission is interested in the items that make sense to include on the Township Official Map'—which is underway with a consultant.\
- Krocks & Schantz: getting to retail areas....

Next Steps

- A committee site visit/bike ride was discussed. SC to coordinate with interested members of the Committee to accompany him on the ride.
- Simone Collins team said they will send out PDF of plan handout, and suggested committee members use this PDF to zoom into specific locations
- Geoff noted the upcoming committee and public meetings on August 16 and September 13, respectively

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Sincerely,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Bryce Brucker
Project Landscape Architect

Name	Email
Paul McNemar	[REDACTED]
Jemine Thomas	[REDACTED]
Yvonne Schweicherdt	[REDACTED]
Gwen McCurdy	[REDACTED]
Tom Hale	[REDACTED]
Karen Fitzpatrick	[REDACTED]
Byron Cook	[REDACTED]
DAVID RUTZOR	[REDACTED]

1. Summary

Attended participants

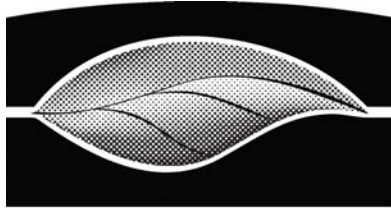
Start time 7/12/22, 5:51:26 PM
 End time 7/12/22, 7:07:47 PM
 Meeting duration 1h 16m 21s
 Average attendance time 57m 8s

2. Participants

Name	First join	Last leave	In-meeting duration	Email	Participant ID (UPN)	Role
Geoff Creary	7/12/22, 5:52:23 PM	7/12/22, 7:07:28 PM	1h 15m 4s	gcreary@simonecollins.com	gcreary@simonecollins.com	Presenter
Lora S (Guest)	7/12/22, 5:58:26 PM	7/12/22, 7:07:31 PM	1h 9m 5s			Presenter
Abbi Pasterski (Guest)	7/12/22, 6:00:28 PM	7/12/22, 7:07:47 PM	1h 7m 19s			Presenter
Amir Famili	7/12/22, 6:03:23 PM	7/12/22, 6:08:24 PM	5m 1s	AmirFamili@lehighcountyauthority.org	famili_a@lehighcountyauthority.org	Presenter
Janet Shultz	7/12/22, 6:03:43 PM	7/12/22, 7:07:18 PM	1h 3m 34s			Presenter
Bradley Reese	7/12/22, 6:04:50 PM	7/12/22, 7:07:34 PM	1h 2m 44s	Bradley.Reese@emdgroup.com	M283809@ONE.merckgroup.com	Presenter

3. In-Meeting activities

Name	Join time	Leave time	Duration	Email	Role
Geoff Creary	7/12/22, 5:52:23 PM	7/12/22, 7:07:28 PM	1h 15m 4s	gcreary@simonecollins.com	Presenter
Lora S (Guest)	7/12/22, 5:58:26 PM	7/12/22, 7:07:31 PM	1h 9m 5s		Presenter
Abbi Pasterski (Guest)	7/12/22, 6:00:28 PM	7/12/22, 7:07:47 PM	1h 7m 19s		Presenter
Amir Famili	7/12/22, 6:03:23 PM	7/12/22, 6:08:24 PM	5m 1s	AmirFamili@lehighcountyauthority.org	Presenter
Janet Shultz	7/12/22, 6:03:43 PM	7/12/22, 7:07:18 PM	1h 3m 34s		Presenter
Bradley Reese	7/12/22, 6:04:50 PM	7/12/22, 7:07:34 PM	1h 2m 44s	Bradley.Reese@emdgroup.com	Presenter



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan Study	Project No.:	21036.10
Location:	Upper Macungie Township Building/Microsoft Teams Meeting	Meeting Date/ Time:	8.16.22 6:00 – 7:00pm
Re:	Committee Meeting 4	Issue Date:	08.18.2022

ATTENDEE LIST:

Committee: Paul McNemar, Jennine Thomas, Yvonne Schweighardt, Tom Male, Julianne O'Brien, Chris Svetcov, David, Kutzor, Karen Fitzpatrick, Tim Helmer, Barney Cook

UMT: Kalman Sostarecz

Simone Collins: Anita Nardone, Geoff Creary, Bryce Brucker

Virtual Attendees: (Listing attached.)

GENERAL NOTES:

Presentation

- Anita Nardone and Geoff Creary of Simone Collins led the group through a brief presentation which included the following elements:
 - Introductions
 - Update: Survey Monkey/ Wikimapping results to date & Key Person Interviews
 - 'Toolbox' & Application of 'Toolbox' Review
 - Removal of some initial tools; addition of four (4) new tools
 - 'A Closer Look...' (Four (4) areas that have been added to the UMT analysis)
 - Ped/ Bike Tunnel at Schantz Road & Rail Bridge (from previous presentation)
 - Small Bridges: Prefabricated structures spanning watercourses where vehicular bridges do not have room.
 - Large Bridges: Currently proposing three (3) large span bridges. Final locations at or near these intersections TBD: Rt. 100/Schantz; Rt.100/ Glenlivet; Rt. 100/ Industrial Boulevard
 - Tilghman Road: Difficult application of sidewalks
 - August 2nd Site Visit-Highlights

- Camp Spirit Hike: Trail determination; Old Mulberry Road; Jaindl Property and sewer easement
 - Mohr Lane and Pheasant Run (see Discussion below) in Applewood area
 - Bike Ride highlights (14 mile loop)
 - Chapmans Road, Ruppssville Road, Algonquin Trail
- Next Steps
- Committee Input & Discussion

Discussion

Geoff asked for Committee input to the 'closer look' areas or 'other' locations:

JO: Questioning need for sidewalks at Tilghman based on actual pedestrian activity?

- Committee discussion confirmed amount of ped activity here.
 - Geoff noted that safer sidewalks will encourage more walkers

Pheasant Run/ Applewood

- Committee discussed low and slow traffic volumes conducive to walking in street; overgrown trail part of this PRD (planned residential community).

Bike Ride Follow-Up: Bike Lanes & Side Paths

- Cetronia: Geoff noted that the upcoming improvements for Cetronia; now is the time to plan for striped bike lanes.
- Nestle: Beautiful ride; room for side paths here.
- Julianne commented that side paths in warehouse area benefit companies by increasing employee access; suggested that they be responsible for costs.
 - Geoff noted that costs for these improvements are best handled by leveraging different monies from Twp, grants and private development.

Chapmans Road

- Committee discussed Chapmans as the best way to get under 78/22; however, orientation of RR crossing difficult. (*Twp provided SC with plans for the improvements planned for the Green Hills area for coordination.)

Ruppssville Road-Under I78/22

- Geoff noted that the underpass has room; possibility of shifting lanes; adding side path---with a preference for a protective barrier here.

Lone Lane Park Access-Adjacent Neighborhood

- Committee discussed the issue of vehicular traffic through neighborhoods that abut Lone Lane park. Noticeable use of these roads for cut-throughs to the park. Is there more than sharrows that could assist here? Lilac Road and Forsythia Road?
- Look at Balsam and Cottonwood.
- Possible speed control?

Bastion/ Schantz/ Oakland Park Development- Accessing the Park

- Jeanine reiterated need for a defined SAFE corridor to Lone Lane Park. Maybe sidewalk is not enough. The route is a well-used shortcut.
- Suggested a curb at the Bastion/ Schantz intersection to slow vehicular movement.
- Geoff noted that SC will review again.

County Trail Connections

- Barney C. questioned whether the KPI with LVPC suggested attention to what connections regionally should be looked at.
- Suggestions: Broadway to Cetronia---through the shopping centers is a vital inter-township connection. This route has challenging of grades
- Paul M. added that the addition of the crossing of Cetronia under I476 is part of this important connection: I476 at Cetronia as a vital bike route to adjacent So. Whitehall Twp.

Iron Rail Trail Connection?

- Julianne noted whether connection to this regional trail is a possibility? Committee felt that this was not feasible at this time.

Jordan Creek Greenway Connection

- Paul M. noted that the connection to Jordan Creek Greenway remains a high priority of the Township.
- Anita noted that this priority was made known during the KPI with the Township engineering and planning staff.

UMT Planning Commission Update:

- ProLogis/ Old Air Products site: Paul M. advised SC that the most recent plans indicate a 6' wide shoulder for Cetronia roadway improvements.

Next Steps

- Coordination with PennDOT
- Completion of KPIs
- Report writing, design, compilation, costs
- September 13th Public Meeting #3-Draft Plan

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Sincerely,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

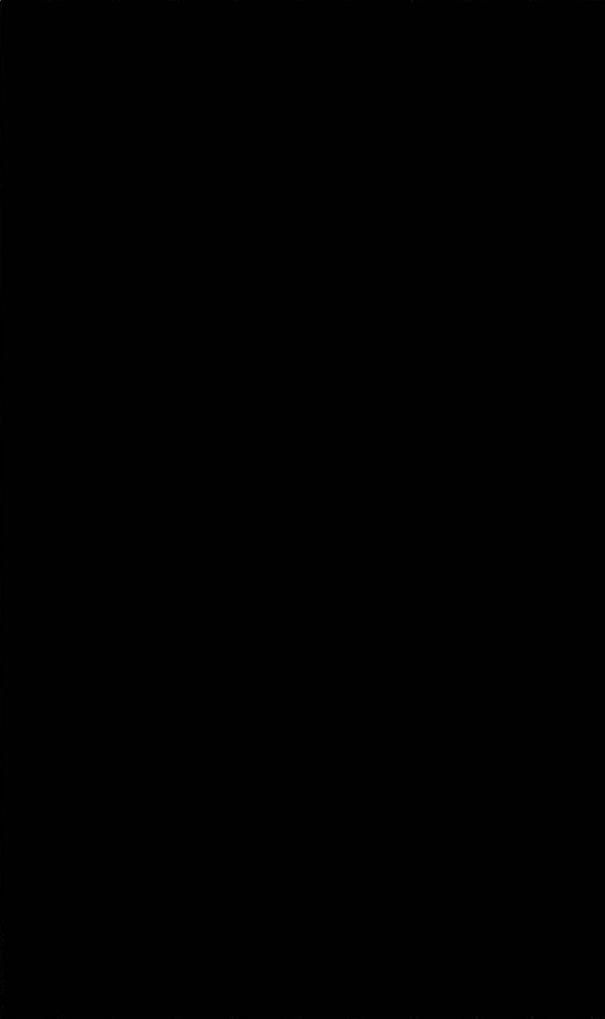


Anita Nardone, PE
Project Manager

Name

Paul McNemar
Jennine Thomas
Yvonne Schweighardt
Tom Males
Julianne O'Brien
Chari Swetson
DAVID KUTZOR
Karen Fitzpatrick
Tim Heber
Barney Cook

Email



220816 UMT Trails & Connectivity: CM4 Virtual Attendance

1. Summary

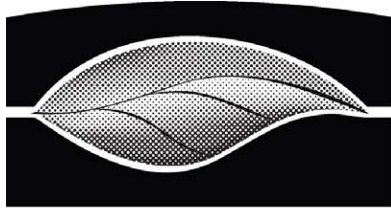
Attended participants	5
Start time	8/16/22, 5:51:08 PM
End time	8/16/22, 7:49:50 PM
Meeting duration	1h 58m 42s
Average attendance time	1h 12m 59s

2. Participants

Name	First join	Last leave
Geoff Creary	8/16/22, 5:51:34 PM	8/16/22, 7:49:50 PM
Lora S (Guest)	8/16/22, 5:59:01 PM	8/16/22, 6:05:45 PM
Chris Stroehler (Guest)	8/16/22, 6:00:42 PM	8/16/22, 7:33:27 PM
Bradley Reese	8/16/22, 6:06:04 PM	8/16/22, 7:16:10 PM
Lora S (Guest)	8/16/22, 6:06:08 PM	8/16/22, 7:25:12 PM

3. In-Meeting activities

Name	Join time	Leave time
Geoff Creary	8/16/22, 5:51:34 PM	8/16/22, 6:04:02 PM
Geoff Creary	8/16/22, 6:06:01 PM	8/16/22, 7:49:50 PM
Lora S (Guest)	8/16/22, 5:59:01 PM	8/16/22, 6:05:45 PM
Lora S (Guest)	8/16/22, 6:06:08 PM	8/16/22, 7:25:12 PM
Chris Stroehler (Guest)	8/16/22, 6:00:42 PM	8/16/22, 7:33:27 PM
Bradley Reese	8/16/22, 6:06:04 PM	8/16/22, 7:16:10 PM



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan Study	Project No.:	21036.10
Location:	Upper Macungie Township Building/Microsoft Teams Meeting	Meeting Date/ Time:	11.15.22 6:00 – 8:30pm
Re:	Committee Meeting 5	Issue Date:	11.22.2022

ATTENDEE LIST:

Committee: Paul McNemar, Jennine Thomas, Yvonne Schweighardt, Julianne O’Brien (virtual), David, Kutzor, Karen Fitzpatrick, Janet Shultz (virtual),

UMT: Kalman Sostarecz

Simone Collins: Anita Nardone, Geoff Creary, Bryce Brucker, Peter Simone

GENERAL NOTES:

Presentation

Anita Nardone (AN), Geoff Creary (GC) and Bryce Brucker (BB) of Simone Collins led the group through a brief presentation which included the following elements:

1. Project Update Update:
 - o Outstanding items: Completion of final report; transmission to committee for review; acceptance of final plan/report.
2. Additional Scope Considerations & Revised Study Schedule:
 - o Nov 4th: UMT accepted additional scope proposal from SC to expand the current study to an ‘Action Plan’ for the Township positioning it for BIL/IIJA (Federal Infrastructure) funds. ‘Safe Streets For All’ program: Implementation fund applications from \$5M-\$30M require that communities have an ‘Action Plan’ in place with emphasis on safety and equity. Matching funds are required. AN reviewed seven required ‘Action Plan’ components—stressing that the current study has addressed many of them. Please note ‘Action Plan’ components and scope addition highlights presented below:

- Leadership/ Commitment
 - Commitment to ‘Vision Zero’ (no traffic/auto/ pedestrian fatalities in Twp) and ‘Complete Streets’ (all modes/ abilities of transportation accommodated within the right-of-way (ROW)).
 - Planning Structure
 - Safety Analysis
 - Baseline safety data; ped/auto/bike crash/ intersection analysis
 - Development of a graphical model to track safety initiative; ‘Safety Improvements Plan Map’ development
 - Engagement & Collaboration
 - Equity Considerations
 - Researching demographic data on disadvantaged communities; workforce/ commuter data; collaboration with LANTA on growing use of transit for workforce in UMT:
 - Policy & Process Changes
 - Township policy and ordinance recommendations
 - Strategy/ Project Selections
 - Review priority project discussions (see 3. below)
 - Progress & Transparency
 - Project Schedule revision: Revised project schedule extended until late April 2023. Two (2) additional committee meetings envisioned; final Public Meeting (#5) to accept ‘Action Plan’ in late April. Revised schedule to be sent to the committee.
 - AN noted that we respectfully request the Committee’s continued involvement through the increased duration of the project with an extended scope. Additionally, the Township will require interested committee members (and other residents) to assist with the required planning structure to enact and monitor the ‘Action Plan’. Initial thoughts (to be confirmed with Township) is that the Planning Commission will take the lead in enacting the ‘Action Plan’.
3. Cost Estimate Review: BB broke down the completed cost estimate for the proposed improvements.
- Corridors: Seven (7) major corridors identified, and color coded on township improvements map. BB took committee through a ‘sample’ corridor calculation.
 - Areas: Fourteen (14) areas outside of corridors defined with all improvements within the area accounted. BB took committee through a ‘sample’ area calculations.
 - **Corridor Costs (\$43,765,020) + Area Costs (\$14,200,036.50) = TOTAL COST OF ALL IMPROVEMENTS (\$57,965,056.50)**
4. Priorities Brainstorming
- GC led the committee through a discussion of:
 - Plan Priorities: How should UMT identify which improvements make sense to be prioritized? Points included:

- Results of the Public Opinion Survey and Public Meetings (connecting neighborhoods; parks; high value destinations)
- Funding Opportunities: Finding projects which are strong candidates for grant funding applications
- Ease of implementation
- Draft priorities plan presented by SC represented SC evaluations of the following:
 - ✓ Residential Communities
 - ✓ Parks
 - ✓ Commercial-Residential Connections
 - ✓ Schools
 - ✓ Schools + Park Access
 - ✓ Under-served Communities (e.g Green Acres)
 - ✓ Workers/ Jobs/ Recreation
 - ✓ Connecting Gaps
- 'Priorities Plan' presented for discussion and committee review. Six (6) areas (labeled 'A' through 'F') were shown on a plan for committee consideration with associated costs based on the costs established in 3. above. (AN and GC noted that the SC team members created their own priorities and 'superimposed' them on each other to come up with 'A' through 'F'.)
 - The priorities as shown could represent grant applications for projects ranging from \$1M to \$5M.
 - Several 'priorities' could be combined for a larger grant application.

Discussion Points/ Questions

1. Q: What is 'equity'?

Response: AN noted that---like the climate change issue--- the lack of transportation and mobility options clearly impacts disadvantaged communities more than affluent communities. E.g lack of cars , transit and safe, walkable routes prevent access to jobs, healthcare facilities. AN noted that our discussions with LANTA will be the opportunity to investigate this issue for the workers that are important parts of the Township.

SC to also gather important census, demographic information from LVPC. Requested inout form the Committee on other pockets of UMT that need attention.

2. Q/Comment: The industrial area needs better bus service.

Response: AN noted that LANTA has indicated that UMT is the fastest 're-bounding' are for their transit services. Getting workers from a stop to the door without going through 'wet grass' is a goal.

3. Comment: Pete Simone noted that this plan represents a commitment that will take 20 years to accomplish.

4. Comment: Committee person noted that she hopes that granting agencies see that this plan represents a vibrant community that is attempting to 'catchup' on the

improvements that should have been considered over past years---but that is also accounting for its needs as it grows. She hopes that distinguishes our applications.

5. Q/ Comment: *Committee member noted that SC has still not provided a full improvements plan with costs for the Committee to review.*

Response: PS, GC and AN responded that there was a 'pause' while the Township and SC considered expanding the scope of the study. Plans and presentation material from meetings has been distributed. However, SC commits to sending the following to the Committee in early December:

- Report Quality Improvements Plan (10 'keyed' plans covering the Twp with improvements noted.)
- Cost Estimate (with plan detailing 'corridors', 'areas' and segment locations.)
- Priorities Plan (see slide #27 of presentation) for comments requested from Committee on priority areas.

Next Steps

- Transmission of completed improvements plan, costs and priority plan for review and comment by Committee (early December 2022).
- Meeting with Township to confirm dates and expected scope from additional scope (Action Plan) to study. (Meeting scheduled for December 1st)
- Transmission of revised project schedule to Committee. (Next Committee Meeting #6: Tentatively Late-February 2023.)

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

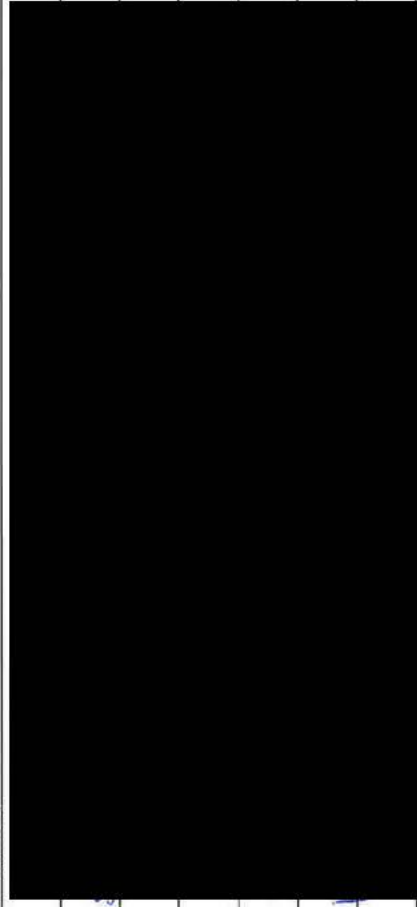


Anita Nardone, PE
Project Manager

Name

Byron Cook
Yvonne Schweighardt
Jennine Thomas
DAVID KUTZOR
Karen Witz Patrick
Nora Esquieres

Email



1. Summary

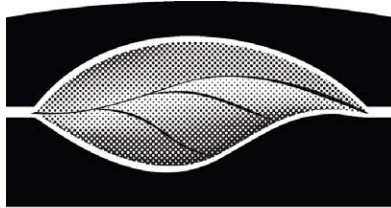
Meeting title Upper Macungie Trails/Connectivity: RE-SCHEDULED Committee Meeting #5
Attended participants 5
Start time 11/15/22, 6:16:42 PM
End time 11/16/22, 7:46:28 PM
Meeting duration 1h 29m 46s
Average attendance time 6h 15m 37s

2. Participants

Name	First join	Last leave	In-meeting duration	Email	Participant ID (UPN)	Role
Bryce Brucker	11/15/22, 6:17:04 PM	11/15/22, 7:59:01 PM	1h 41m 56s	bbrucker@simonecollins.com	bbrucker@simonecc	Presenter
Julianne	11/15/22, 6:24:30 PM	11/15/22, 7:57:40 PM	1h 33m 10s			Presenter
Janet Shultz	11/15/22, 6:28:19 PM	11/16/22, 7:46:28 PM	1h 18m 9s			Presenter
Michael Kukitz	11/15/22, 6:31:28 PM	11/15/22, 7:57:57 PM	1h 26m 28s	mkukitz@uppermac.org	mkukitz@uppermac	Presenter
Bradley Reese	11/15/22, 6:37:31 PM	11/15/22, 7:55:56 PM	1h 18m 24s	Bradley.Reese@emdgroup.com	M283809@ONE.mer	Presenter

3. In-Meeting activities

Name	Join time	Leave time	Duration	Email	Role
Bryce Brucker	11/15/22, 6:17:04 PM	11/15/22, 7:59:01 PM	1h 41m 56s	bbrucker@simonecollins.com	Presenter
Julianne	11/15/22, 6:24:30 PM	11/15/22, 7:57:40 PM	1h 33m 10s		Presenter
Janet Shultz	11/15/22, 6:28:19 PM	11/16/22, 7:46:28 PM	1h 18m 9s		Presenter
Michael Kukitz	11/15/22, 6:31:28 PM	11/15/22, 7:57:57 PM	1h 26m 28s	mkukitz@uppermac.org	Presenter
Bradley Reese	11/15/22, 6:37:31 PM	11/15/22, 7:55:56 PM	1h 18m 24s	Bradley.Reese@emdgroup.com	Presenter



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan Study	Project No.:	21036.10
Location:	Upper Macungie Township Building/Microsoft Teams Meeting	Meeting Date/ Time:	2.21.23
Re:	Committee Meeting 6	Issue Date:	04.11.2023

ATTENDEE LIST:

Committee: Paul McNemar, Jennine Thomas, Yvonne Schweighardt, Julianne O'Brien (virtual), David, Kutzor, Karen Fitzpatrick, Chris Svetcov, Barney Cook

UMT: Kalman Sostarecz

Simone Collins: Anita Nardone, Geoff Creary, Bryce Brucker, Peter Simone

GENERAL NOTES:

Presentation

Anita Nardone (AN), Geoff Creary (GC) and Bryce Brucker (BB) of Simone Collins led the group through a brief presentation which included the following elements:

1. UMT Vision Zero Action Plan: Overview:
 - o Components 'match' the items needed to comply with federal funding applications through SS4A
 - o 'Leadership/ Commitment': Samples of other action plans given
 - o 'Ordinance Recommendations': Where and how we accomplish VZ and CS within ordinance structure.
 - o 'Improvement Recommendations": Compilation of the 10-page improvements plan.
2. Equity Analysis:
 - o Reviewed aspects of 'equity': socioeconomic, geographic and age/ability
 - o Briefed committee on LANTA discussions: UMT serves the disadvantaged populations of the region with the employment opportunities in the Tonship.

3. Safety Analysis: AHN and GC reviewed the process for producing a 'heat map' for UMT.
 - UMTPD raw data to KEI GIS
 - PennDOT 5-0 crash data mapped for SRs
 - Good tool for UMT.
 - Presented how and where improvements proposed address the high crash areas.

4. Review of previously discussed priorities
 - AHN and GC led the committee through a summary of how the previous priorities were determined. Grant funding amounts and making maximum use of connections/safety improvements in the following areas:
 - ✓ Residential Communities
 - ✓ Parks
 - ✓ Commercial-Residential Connections
 - ✓ Schools
 - ✓ Schools + Park Access
 - ✓ Under-served Communities (e.g Green Acres)
 - ✓ Workers/ Jobs/ Recreation
 - ✓ Connecting Gaps
 - AN noted how the data from LANTA might impact priorities since sidepath construction will assist in planning for future bus shelters.
 - Group discussed 'how' priorities might change based on completed analysis. See 'Discussion' below.

Discussion Points

1. How to maximize the most important connections: developments, schools and parks.
2. Remaining connection suggestions based on revised improvements plan.
3. Cetronia should be considered a priority.
4. Northeast section of the township still appears to be underserved

Next Steps

- Transmission of draft final report to committee by end of March 2023.
- CM7: April 10, 2023
- PM4: May 2, 2023 (revised from April 25th)

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Sincerely,

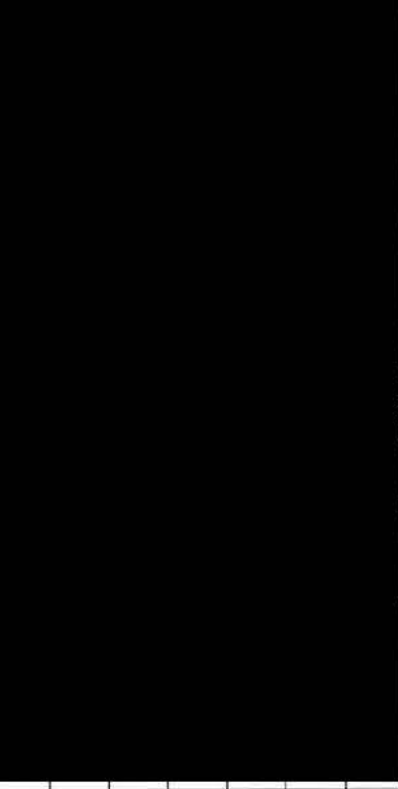
SIMONE COLLINS, INC.

LANDSCAPE ARCHITECTURE

A handwritten signature in cursive script that reads "Anita Nardone".

Anita Nardone, PE
Project Manager

Sign In Sheet
Committee Meeting 6
February 21, 2023

Name	Email
Tennine Thomas	
Yvonne Schweighardt	
DAVID KUTZOR	
Paul McNemy	
Chris Svetca	
KAREN FRIEDRICK	
Barney Cook	

1. Summary

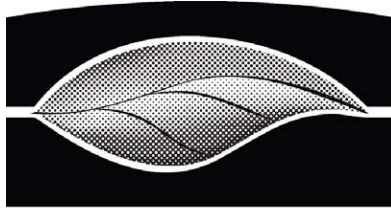
Meeting title UMT Action Plan: CM#6
Attended participants 2
Start time 2/21/23, 6:21:43 PM
End time 2/21/23, 8:07:24 PM
Meeting duration 1h 45m 41s
Average attendance 56m 20s

2. Participants

Name	First Join	Last Leave	In-Meeting Duration	Email
Peter Simone	2/21/23, 6:21:53 PM	2/21/23, 8:07:24 PM	1h 45m 31s	psimone@simon
Brad Reese	2/21/23, 6:32:41 PM	2/21/23, 6:39:51 PM	7m 10s	

3. In-Meeting Activities

Name	Join Time	Leave Time	Duration	Email
Peter Simone	2/21/23, 6:21:53 PM	2/21/23, 8:07:24 PM	1h 45m 31s	psimone@simon
Brad Reese	2/21/23, 6:32:41 PM	2/21/23, 6:39:51 PM	7m 10s	



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan Study	Project No.:	21036.10
Location:	Upper Macungie Township Building/Microsoft Teams Meeting	Meeting Date/ Time:	04.11.2023 6:30pm
Re:	Committee Meeting 7	Issue Date:	04.12.2023

ATTENDEE LIST:

Committee: Yvonne Schweighardt, Abbie Pasternaki-virtual, David, Kutzor, Karen Fitzpatrick, Chris Svetcov, Suni Ghai (Supervisor), Barney Cook

UMT: Kalman Sostarecz, Mike Kukitz, (Suni Ghai)

Simone Collins: Anita Nardone, Geoff Creary, Peter Simone

GENERAL NOTES:

Presentation

Anita Nardone (AN) of Simone Collins led the group through a brief presentation which included the following elements of the agenda. (Note that a draft transcript of the final report was to sent to Committee on 04/06/2023):

1. UMT Vision Zero Action Plan-Final Report:
 - o AN led the committee through a summary of the eight (8) chapters and the final results of how the analysis identified the structure of the recommendations in the final report.
 - o VZAP Plans: AN reviewed 'how' the entire VZAP contains three 'living' plans that are intended to be reviewed annually and updated to serve the Township toward achieving zero fatalities and serious injuries by 2032.
 - o Priority Improvements Plan was revised since last meeting; AN reviewed how corridors 'A', 'C' and 'F' were extended due to suggestions from LANTA.
2. Next Steps:
 - o AN and PS briefed the committee on the recently announced 'NOFO' (notice of funding opportunities) for the Federal Infrastructure funds--- 'Safe Streets For All' program. Applications are due in July 2023.

- UMT will be responsible for the 20% match of the 'ask'. SC recommended \$5M ask--to be supplemented by DCED and PennDOT multimodal funding opportunities.
 - Critical to these applications is the completion of the VZAP---which is slated for April 20th.
3. Preview of FINAL Report
- GC took the committee through a draft pdf of the actual report---highlighting the graphics, and layout of the final product.

Discussion

AN and PS asked to committee to offer any comments on the presentation or any thoughts about the VZAP going forward---reiterating how impactful the goal of the VZAP to the future of lives in UMT.

1. BC noted that European communities have incorporated sidewalks even in lower population villages.
2. Group discussed how the population in UMT almost doubles each day with the influx of workers.
3. AN expounded on the possibilities of collaborations with corporate residents of UMT---the opportunity to publicly engage in this initiative gives positive visibility to those companies.
4. Committee offered suggestions on how 'vision zero' can be promoted in UMT---e.g. UMT Day (late June) 'Night Out' (late summer)

AN thanked the committee for their dedicated service to the Committee throughout these past 15 months. She encouraged the group to remain a part of the VZAP process which is hoped to become part of the planning structure for VZAP going forward.

Next Steps

- Completion of FINAL report by April 21st. Transmission to Committee.
- Meeting with Township to confirm dates and expected scope from additional scope (Action Plan) to study. (Meeting scheduled for December 1st)
- Transmission of revised project schedule to Committee. (Next Committee Meeting #6: Tentatively Late-February 2023.)

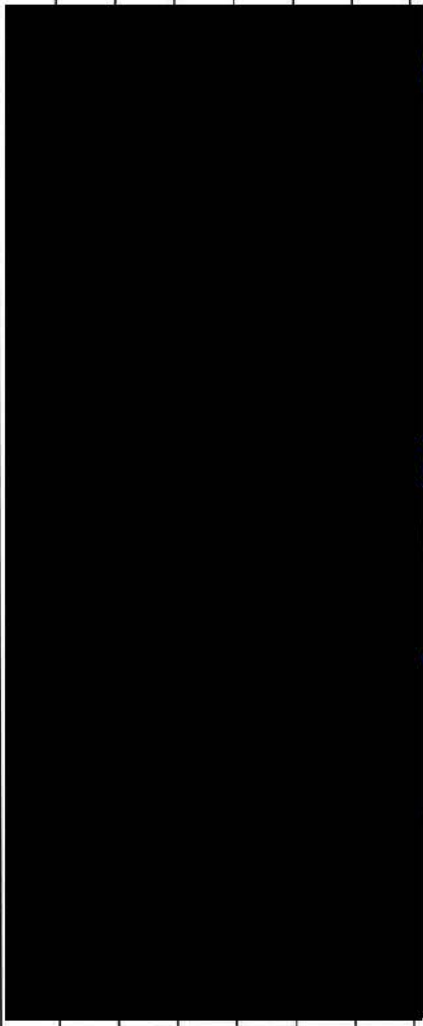
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Sincerely,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Anita Nardone, PE
Project Manager

Name	Email
DAVID KUTZOR	
SUNNY GHAI	
Barney Cook	
Yvonne Schweighardt	
Mike Kukin	
Chris Sretton	
Kathy Fitzgerald	

1. Summary

Meeting title	UMT Action Plan: CM#7	
Registration page views		1
Registered participants		1
Canceled registrations		0
Attended participants		3
Start time	4/11/23, 6:26:50 PM	
End time	4/11/23, 7:24:23 PM	
Meeting duration	57m 33s	
Average attendance time	36m 42s	

2. Participants

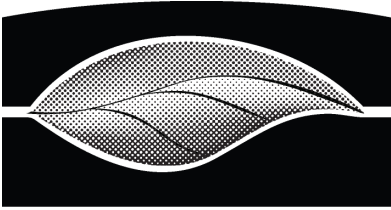
Name	First Join	Last Leave
Geoff Creary	4/11/23, 6:29:10 PM	4/11/23, 7:24:22 PM
Abbi Pasterski	4/11/23, 6:30:04 PM	4/11/23, 7:24:23 PM
Peter Simone	4/11/23, 6:34:51 PM	4/11/23, 6:35:25 PM

3. In-Meeting Activities

Name	Join Time	Leave Time
Geoff Creary	4/11/23, 6:29:10 PM	4/11/23, 7:24:22 PM
Abbi Pasterski	4/11/23, 6:30:04 PM	4/11/23, 7:24:23 PM
Peter Simone	4/11/23, 6:34:51 PM	4/11/23, 6:35:25 PM



5. Public Meeting Notes



MEETING NOTES

Project:	Upper Macungie Township Trail Connectivity & Walkability Plan	Project No.:	21036.00
Location:	UMT Municipal Building meeting Room & Virtual Microsoft Teams Meeting	Meeting Date/ Time:	5.22.2022 7:00 – 9:00pm
Re:	Public Meeting #1	Issue Date:	6/24/2022

ATTENDEES: (See attached sign-in sheet. Technical malfunction did not allow for recording of virtual attendees.)

Team:

Kal Sostanecz – UMT- Project Liaison for UMT

Peter Simone-(PS) – Principal, Simone Collins Landscape Architecture

Anita Nardone, PE(AN) – Simone Collins Landscape Architecture

Geoff Creary (GC) – Simone Collins Landscape Architecture

(Virtual Attendee) Mark Stabolepsy, PE – Spotts, Steven and McCoy

NOTES:

Presentation

- Peter Simone, Geoff Creary and Anita Nardone of Simone Collins (SC) led the group through a presentation which included the following elements:
 - Introductions of the Simone Collins team including Spotts, Stevens, McCoy as consulting civil/traffic engineers
 - Project Schedule & Scope
 - What is A 'Connectivity' Study?
 - Study Area
 - Data & Inventory
 - 'Trails 101'---an overview of the principles, standards and definitions related to trail design
 - Improvement Toolbox

'Brainstorming'/ Public Input/ Questions

- PS led a discussion of the ‘goals’, ‘concepts’, ‘partners’ and ‘facts’ about the project. In-person attendees and virtual attendees gave input and the themes were recorded using ‘cards’ listed under the four (4) headings
- Topics are listed below with discussion points noted:
- FACTS
 - Upper Macungie is a varied landscape with many different attributes and topographical changes
- CONCEPTS
 - Think Big! (PS urging residents to not let practicality hinder ideas about connections.)
 - Light up crosswalks
 - Slower traffic speeds
 - Beautification is important
 - Lighting---for use of paths at night?
 - Bus routes---connections to transit stops
 - Cost of sidewalks is high. (PS/GC reminding audience that we should remember that construction costs for sidewalks can be high; look to ‘connect’ and infill existing sidewalk network.)
 - Use PPL easements
 - Is there space in underpasses?
 - Use of eminent domain. (PS noted that our recommendations will avoid discussion of eminent domain to the greatest extent possible.)
 - Official Map? (PS: Good tool for use by Township of prioritizing improvements.)
 - Bike Racks
 - Trails in Parks
 - Historical Site Seeing trails
- PARTNERS
 - Air Products
 - ULIne
- GOALS
 - SAFETY!!
 - A useful Connectivity Plan

Map/ ‘What Are Your Popular Routes?’

- In-person attendees discussed project map and gave input to where connections made the most sense.

Meeting adjourned at approximately 9:00pm.

Next Steps

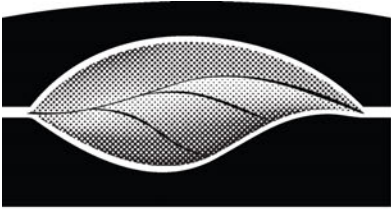
- **Next Meeting: Committee Meeting 2 (Preliminary Plan Concepts) - Hybrid Virtual/In-Person in Upper Macungie Twp. Building – May 10, 2022 – 6:00pm**
- **Next Public Meeting: Public Meeting #2 (Preliminary Plan Concepts) - Hybrid Virtual/In-Person in Upper Macungie Twp. Building – May 31, 2022 – 7:00pm**

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Bryce Brucker
Project Landscape Architect



MEETING NOTES

Project:	Upper Macungie Township Trail Connectivity & Walkability Plan	Project No.:	21036.00
Location:	UMT Municipal Building meeting Room & Virtual Microsoft Teams Meeting	Meeting Date/ Time:	5.31.2022 7:00 – 9:00pm
Re:	Public Meeting #2	Issue Date:	6/1/2022

ATTENDEES: (See attached sign-in sheet and virtual attendance listing)

NOTES:

Presentation

- Geoff Creary and Anita Nardone of Simone Collins (SC) led the group through a presentation which included the following elements:
 - Introductions
 - Project Schedule & Scope
 - Review of Public Meeting 1 and Committee Meetings 1 and 2
 - Review WikiMapping & Public Survey Results
 - Current Survey Results: 168 (increased by 44 since early May)
 - Current Wikimap Inputs: 110 (increased by 21 since early May)
 - Improvement Toolbox
 - Discussion
 - Next Steps
- Anita explained the overall timeline of the data gathering, analysis, draft and final plan. She emphasized that tonight's meeting is looking at the analysis and proposed connections 'in progress'. Key person interviews, more public input and technical review by our engineering subconsultants will develop the plan through the summer. Tonight's meeting is to continue education about the process and to seek additional input. She thanked the Steering Committee for their efforts in promoting the survey and public meetings.

Discussion

- One Attendee showed support for the use of side paths over sidewalks due to their ability to move multiple user groups (Bikes, Pedestrians, etc.)
 - In response Geoff reiterated the importance of connecting these side paths by using sharrows, sidewalks, and signage.

- Another Attendee reiterated that some sidewalks have become hazardous due to tree growth.
- An Attendee was curious about the future of the old AIR PRODUCTS area. (Attendee noted that recently 'No Trespassing' signs have been added to the new campus.
 - Geoff responded, stating that we have upcoming KPIs (key person interviews) and will focus on determining how the goals of connectivity might be advanced on both the old and new campuses.
- In response to Anita's reporting of the high amount of survey responses noting the need for connections to the Grange and Lone Lane Parks—an attendee noted a gap between the Uline path and the Hamilton/SR 222 area.
- One Attendee asked about methods of lighting underpass sections of a trail. They used an underpass at 78 as an example.
 - Geoff explained that you can use delineators, jersey barriers, rumble strips, or even full bike lanes to minimize the visibility issues within underpasses.
- An Attendee was concerned with the safety of more winding rural roads like Schaeffer Run Road west to Trexler.
 - Geoff responded that most solutions in this circumstance would be expensive (smoothing bends, widening shoulders, etc.)
- An Attendee mentioned using utility right of ways
 - Geoff responded that ---while a utility like PECO owns their ROWs, PPL uses easements---which complicate the process greatly. SC will investigate these options as they may be important for connections.
- A member of the committee mentioned the need to connect to Lehigh Hills (NW quadrant of the SR 100/I78 intersection) and the future development growing near Glenlivet Drive.
- An Attendee asked about neighboring townships and their corresponding trail projects
 - Geoff Responded that Lower Macungie is actively working on connectivity, Berks is attempting to do the same, and Trexler, a more rural township, probably won't move towards a connectivity project unless further development occurs.
- An Attendee was concerned about the relationship between bikers and drivers.
 - Geoff emphasized the importance of educating user groups to respect adjacent transportation methods.

Next Steps

- **Next Meeting: Committee Meeting 3 (Discussion of Refined Concepts) - Hybrid Virtual/In-Person in Upper Macungie Twp. Building - July 12th, 2022 – 6:00pm**
- **Next Public Meeting: Public Meeting #3 (Discussion of Draft Plan) - Hybrid Virtual/In-Person in Upper Macungie Twp. Building – September 13th – 7:00pm**

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Sincerely,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Bryce Brucker
Project Landscape Architect

Upper Macungie Township-Trails & Connectivity Study Public Meeting #2-May 31, 2022

Virtual Attendance

4

1. Summary

Attended participants

Start time 5/31/22, 6:51:04 PM
 End time 5/31/22, 8:11:50 PM
 Meeting duration 1h 20m 46s
 Average attendance time 32m 42s

2. Participants

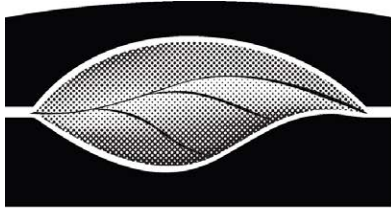
Name	First join	Last leave
Anita Nardone	5/31/22, 6:51:31 PM	5/31/22, 6:55:24 PM
Geoff Creary	5/31/22, 6:54:19 PM	5/31/22, 8:11:50 PM
Bryce Brucker	5/31/22, 6:59:18 PM	5/31/22, 6:59:34 PM
Bradley Reese	5/31/22, 7:01:47 PM	5/31/22, 7:50:55 PM

In-meeting duration	Email	Participant ID (UPN)	Role
3m 53s	anardone@simonecollin	anardone@simonecollins.com	Organizer
1h 17m 31s	gcreary@simonecollin	gcreary@simonecollins.com	Presenter
16s	bbrucker@simonecollir	bbrucker@simonecollins.com	Presenter
49m 7s	Bradley.Reese@emdgr	M283809@na.merckgroup.com	Presenter

3. In-Meeting activities

Name	Join time	Leave time
Anita Nardone	5/31/22, 6:51:31 PM	5/31/22, 6:55:24 PM
Geoff Creary	5/31/22, 6:54:19 PM	5/31/22, 8:11:50 PM
Bryce Brucker	5/31/22, 6:59:18 PM	5/31/22, 6:59:34 PM
Bradley Reese	5/31/22, 7:01:47 PM	5/31/22, 7:50:55 PM

Duration	Email	Role
3m 53s	anardone@simonecollin	Organizer
1h 17m 31s	gcreary@simonecollin	Presenter
16s	bbrucker@simonecollir	Presenter
49m 7s	Bradley.Reese@emdgr	Presenter



MEETING NOTES

Project:	Upper Macungie Township Trail Connectivity & Walkability Plan	Project No.:	21036.00
Location:	UMT Municipal Building Meeting Room & Virtual Microsoft Teams Meeting	Meeting Date/ Time:	9.13.2022 7:00 – 9:00pm
Re:	Public Meeting #3	Issue Date:	9/15/2022

ATTENDEES: (See attached sign-in sheet and virtual attendance listing)

NOTES:

Presentation

- Geoff Creary, Anita Nardone, and Bryce Brucker of Simone Collins (SC) led the group through a presentation of the following agenda:
 - Introductions
 - Plan Foundation
 - Review of Public Participation Component
 - Site Analysis
 - Use of the Improvement Toolbox
 - Application of the Toolbox - UMT Masterplan
 - 'A Closer Look...' (Specific Locations)
 - Costs
 - Funding Opportunities
 - Draft Report

Discussion

- One attendee asked if property acquisition is included in the cost estimate totals.
 - Geoff answered that it is not included in the total. SC did not have the benefit of ROW (right-of-way) plans for this assessment. Furthermore, he explained the dynamic elements of property acquisition, and reiterated that we attempted to keep improvements in the right of way.

- Kal explained how time of implementation and engineering influences property acquisition.
- Another attendee asked if we identified a percentage of private property the project is located on.
 - Geoff answered that we do not have the specific percentage without having survey information. Right of ways, utilities, and potential easements can change the design phase of the proposed improvements.
- An attendee expressed concern that some improvements were in non-developed or underdeveloped areas of the township. He pointed out that without development around these improvements, the township will end up paying for them.
 - Kal responded by explaining the importance of picking what improvements find their way to the official township map, and reiterated implementation priorities based on time and available funds.
 - Anita reiterated a point discussed in 'Funding Opportunities'—including the importance of this plan/report showing future needs and addressing pre-requisite items for implementation funding.
- An attendee was concerned that the plans improvements would be slowed by interference with private property and have trouble being implemented.
 - Geoff answered that many, if not all projects to come from the improvements plan will need separate feasibility studies which will confirm the projects implementation and costs. Geoff reiterated that this study is a high-level planning document which leads to a secondary, detailed design phase.
 - Anita added that Township official map items represent the strongest methods of requiring private developers sharing in the costs of the community vision.
- An attendee was curious how the neighboring township of Lower Macungie funded their trail network.
 - Other attendees weighed in and were in agreeance that development funded much of their projects.
- An attendee asked if we had pinpointed what areas of the plan to target first and suggested that connectivity around township be prioritized.
 - Geoff responded that implementation is based on many elements such as funding opportunities, ease of construction, and costs.
 - Anita added that 'low hanging fruit'---those items that represent the largest impact for the lowest costs are good priorities.
- An attendee asked if the plan's proposed sidewalks were on both sides of the right of way.
 - Geoff answered that sometimes they are proposed on both sides, however we tried to keep in mind the expense of sidewalks themselves and focused more on the overall connectivity system.
- An attendee was concerned that sidewalks on Bastian Lane would not create enough safety for neighborhood. Suggested widening road to allow bikers more space.
 - Geoff responded that SC would look at it again; however suggested that constricting the road to slow traffic might be a better option.
- Another attendee asked if our key person interviews with HOA's were mostly in Breinigsville and suggested looking at established neighborhoods such as the Fogelsville area.
 - Geoff responded that Fogelsville is a difficult area with very short setbacks. He let the attendee know that they are welcome to draw on the physical plan if there is something specific, they would like to see.

- An attendee was concerned that residential and commercial development would move faster than this master plan for connectivity improvements.
 - Simone Collins and Kal responded, explaining that getting improvements onto the official map plan would lock in the proposed projects as projects to be implemented.
- An attendee asked about the ULINE and Air Product trails, and why we didn't connect to them.
 - Geoff and Anita responded. Uline trail exists on private property. While not advertised, Uline has allowed trails for public use. We have not received information from Air Products that they intend on allowing public use of their trails.

Next Steps

- **Next Meeting: Committee Meeting 5 (final revisions for final report) - Hybrid Virtual/In-Person in Upper Macungie Twp. Building - TO BE REVISED FROM ORIGINAL OCTOBER 11TH DATE.**
- **Next Public Meeting: Public Meeting #4 (Discussion of Final Plan) - Hybrid Virtual/In-Person in Upper Macungie Twp. Building – November 15th – 7:00pm****
- ****NOTE: Schedule may be revised due to additional scope that may be incorporated into the project. Please check the Township website for information on the final public meeting.**

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Sincerely,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Bryce Brucker
Project Landscape Architect

Name

Email

Raymond Hayes

Jérmine Thomas

Yvonne Schweighardt

DAVID KUTZOK

Paul McNamee

Marilyn Leiby

Carole Epting

Karen Fitzpatrick

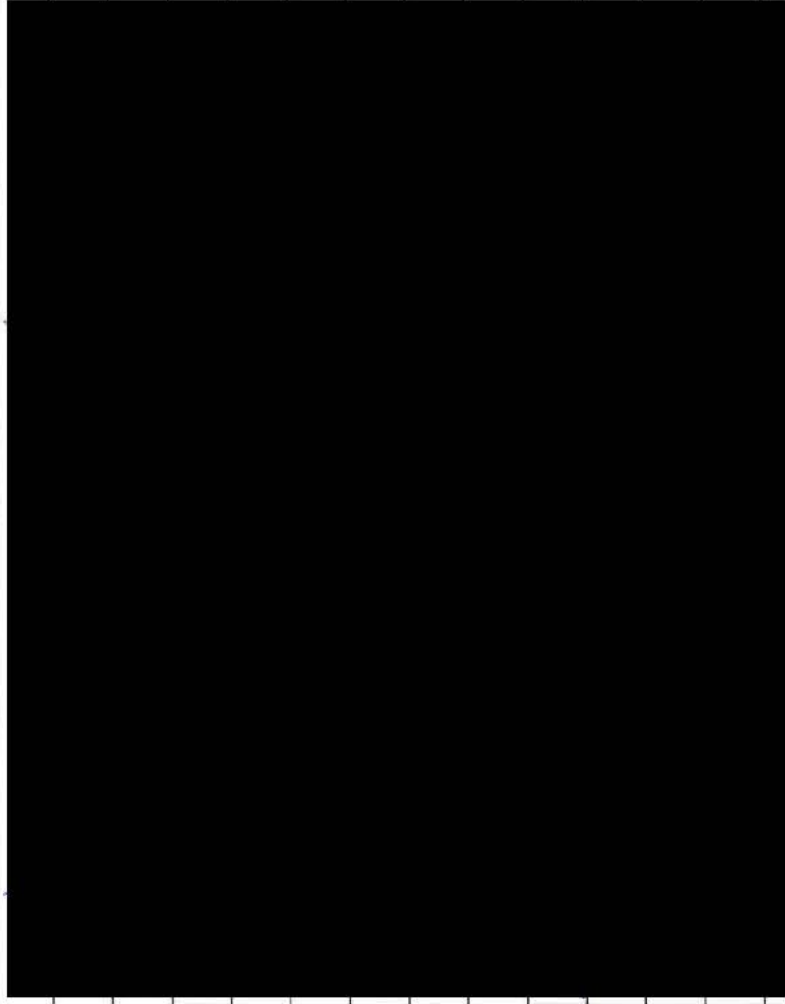
Nora Esquieres

Kevin Turcotte

DAVID WOLFSON

Anna Nolan

Daniel Warner



1. Summary

Meeting title Upper Macungie Trails/Connectivity: Public Meeting #3-Draft Plan

2

Attended participants

Start time 9/13/22, 6:50:07 PM
End time 9/13/22, 8:38:44 PM
Meeting duration 1h 48m 37s
Average attendance time 1h 9m 16s

2. Participants

Name Geoff Creary
Bradley Reese

First join 9/13/22, 6:51:45 PM
9/13/22, 6:57:10 PM

Last leave 9/13/22, 8:38:44 PM
9/13/22, 7:28:45 PM

In-meeting duration 1h 46m 58s
31m 34s

Email gcreary@simonecollins.com
Bradley.Reese@emdgroup.com

Participant ID (UPN) gcreary@simonecollins.com
M283809@ONE.merckgroup.com

Role Presenter
Presenter

3. In-Meeting activities

Name Geoff Creary
Bradley Reese

Join time 9/13/22, 6:51:45 PM
9/13/22, 6:57:10 PM

Leave time 9/13/22, 8:38:44 PM
9/13/22, 7:28:45 PM

Duration 1h 46m 58s
31m 34s

Email gcreary@simonecollins.com
Bradley.Reese@emdgroup.com

Role Presenter
Presenter

6. Key Stakeholder Interview Notes

Simone Collins(SC) Landscape Architecture
Upper Macungie Trail Connectivity & Walkability Plan
Key Person Interview: LANTA

May 13, 2022: 2pm

Attendees: Anita Nardone -SC; Peter Simone – SC; Tim Adams – SC; Molly Wood – LANTA; AJ Jordan - LANTA

Agenda

1. Orienting to the Study
 - a. Schedule: Where we are in the process -Data Gathering
 - b. DRAFT Concept Plan used for Public Meeting 2
 - c. DRAFT Analysis Base Map

2. Public Opinion Survey

3. LANTA Input:

- a. Current Ridership (from AJ)

Route 101 (Blue Line) is one of two lines in the Enhance Bus Service rapid transit system we began building out last year, and the last stop on the Blue Line (Route 101) is Trexlertown Plaza. This route will begin 24 hour service in September 2022 and will see additional service increases in the coming years.

We're working to shift some of the Upper Macungie ridership away from Routes 213 & 218 and toward the Blue Line. Route 613 was added last year to help with that shift, and we're also working on adding a new North-South route in the next year or two between Fogelsville and Macungie/Alburtis.

- 101(Blue Line): – **767 Daily Riders** (Up 142% from 219 numbers. NOTE: Route only operated Bethlehem to Easton in 2019)
- 218 (ATC-Fogelsville) - **132 Daily Riders** (Up 22.52% from 2019 numbers)
- 213 (Lehigh Valley West-Fogelsville) - **388 Daily Riders** (Up 16.43% from 2019 numbers)
- 613 (Trexlertown/ Breinigsville Circulator) - **33 Daily Riders** (New Route. Began service on September 13, 2021.)

- b. 'Moving LANTA Forward' : LV Enhanced Bus/BRT Study-2014==What might apply to Upper Macungie?

- c. Bus stops---design standards?

- d. Does LANTA track comments from Upper Macungie residents/employees?

- e. Other?
-

Meeting Notes

1. Orienting to the Study - AN

- a. Comp Plan updated in 2019, RFP for this project goal is to identify transportation needs
- b. Currently data gathering, second committee meeting was this past week
 - i. Shared current maps

2. Questions

- a. PS: Do your buses have bike carriers?
 - i. Every Bus has one
- b. PS: Do you have shared communication between LANTA and other partners?
 - i. Molly: Entire role dedicated to being the liaison between LANTA and the municipalities
 - 1. UM is a top 5 partner in listening to recommendations
- c. PS: Do you have mapping of existing shelters?
 - i. Molly: in last 10 years, shelter program that installed 10 shelters (floating concrete islands)
 - 1. We need sidewalks that connects shelter to the nearest curb cut
 - 2. These warehouses are so long that they could be a mile long
 - a. Need to collaborate with warehouse employee entrances for bus shelters
 - b. The earlier they engage with LANTA, the better
 - 3. Land Use Plan from 2012
 - 4. Better Bus Stops Plan (statewide)**
 - a. LANTA can provide these plans
 - ii. AN: Do you receive direct requests/questions from the owners for changes/additions to routes? Does the current system meet the needs of owners?

MW & PJ:

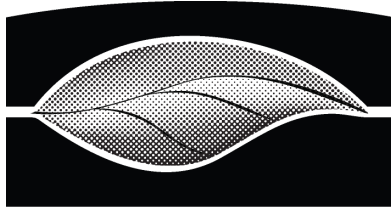
- 1. We get requests from the specific businesses (not property owners!) often (weekly)
- 2. Revenue Support Agreements**
 - a. Bus routes for specific shifts that the owners pay for
- 3. UM/LM is a primary region of change, massive growth
- 4. Moving towards creating a North/South route + circular service
 - a. Connect to east/west service
- d. AN: Public Opinion Survey - 21% would be interested in commuting via bus***

***Mistake: Survey indicated that 21% would be interested in commuting via walking or bicycling---not LANTA use.

MW & PJ:

- i. Reflects the energy LANTA is hearing
 - 1. Helping with Last-Mile connections
 - 2. The more pedestrian connectivity there is, the more opportunities we have to include the amenities that will encourage people to use LANTA services**
- e. PS: Do you have a wish list of desired bus shelter locations?

- i. We use increased ridership data to dictate where to locate new shelters
 - ii. A lot of the reason for lacking sidewalks are drainage concerns
 - f. MW & PJ: Joint funding initiative between LANTA and the Township
 - i. *Safe Streets and Roads for All Grant Initiative (SS4A) thru DOT*
 - 1. Its up to the municipality to be the applicant since LANTA is not a land owner in the right of way
 - 2. Thru the Bipartisan infrastructure bill
 - 3. Our bus shelters are limited by sidewalk connectivity**
 - 4. Deadline has not yet been released (speculated to be end of summer/September)
- 3. AJ Question
 - a. What is your timeline and what is the scope?
 - i. PS: We are going to go pretty deep, fairly detailed. Trail proposals (on+off road), bike paths, sidewalks, strategy for implementation
 - ii. Duration: 6 to 8 months from now for Draft plan
 - iii. Covering entire township + We will look at what surrounding townships are doing in order to make further connections
- 4. Check back in 2-3 months to see progress on Priority Bus Shelter Location List**
- 5. MW: Connectivity is based on nodes/hubs
 - a. Dr. Pepper might be main hub since that's where the nice bus shelters are
- 6. AN: Share maps with LANTA to mark up?
 - a. Absolutely
- 7. AJ: What is the most helpful data?
 - a. Pete: send it all
- 8. AN: Is there any way that you can track feedback from UM residents?
 - a. MW: We mostly hear from companies, not residents
 - i. Most of our riders are coming from the urban core to work in UM
- 9. AJ: I don't think the township goals and LANTA goals are in conflict with each other
 - a. The Walmart stop on 101 is fastest growing bus stop (lower Macungie)
 - i. Could serve as an example of success (in conjunction with Uline trail usage)
- 10. AN: Do you already have a contact list of properties that have reached out to LANTA in the warehouse district?
 - a. Actual businesses reach out, not the landowners/developers



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WWW.SIMONECOLLINS.COM

MEETING NOTES: UMT Trails & Connectivity-KPI: Planning & Engineering

Project:	UMT Trails & Connectivity Plan	Project No.:	21036.10
Location:	Microsoft Teams/ Virtual	Meeting Date/ Time:	June 22, 2022 1:00-2:00pm
Re:	KPI: UMT Planning & Engineering	Issue Date:	June 23, 2022

ATTENDEES:

R. Ibach (RI)- UMT Township Manager
Daren Martocci (DM)-(KEI) Planning Officer/ Dir. Of Community Development
Dave Alban (DA)-(KEI) UMT Township Engineer
John Toner (JT)-UMT Planning/ Zoning Specialist
Peter Simone (PS)-Simone Collins Landscape Architecture (SC)
Geoff Creary (GC)-(SC)
Anita Nardone (AN)-(SC)

NOTES:

1. UMT Questions/ Input to Study
 - a. *DM*: Important concerns of Twp residents is pedestrian connections to Parks
 - b. Twp has current listing of easements (agricultural and conservation easement and GIS data to share with SC. Easements generally follow floodplain and riparian buffer corridors.
 - c. *DM*: RI working hard with newly formed 'Farmland Preservation Board'
 - d. *RI*: GIS data also available on sanitary sewer easements from Lehigh County Authority. SC also requested building footprint GIS data if available.
 - e. *RI*: Please include a look at Long Lane/ Schantz ped connections as it is a frequent topic at Township meetings; much support locally for this.
 - f. New Residential Developments: DA, DM and JT to send SC GIS layer of 'new' development applications; also, will send digital copies of plans for SC input to review process for connections. Will also add SC to 'Community Development Report' that UMT produces. Currently, total SDU

(single family development units) approved number 1216; additional 691 in-process.

- g. Mixed Use Ordinance: JT to send SC a copy of the recently adopted ordinance used as an overlay in hi-density R zones; and LI (light industrial)
- h. SALDO: AN asked about sidewalk requirements under current SALDO.
DA: New application are required to provide sidewalk on existing roads; proposed roads require sidewalk on both sides. Min. width=5'; required width of 'recreational' path=6'.

DM: Encouraged coordination with LANTA; Township giving flexibility to Planning Commission re: internal pathways that make more sense to connections.

- i. Other Important Connections:
DA: Park connections important; don't forget Grim/ Industrial/ Boulder areas within LI zones. Important recreational component to labor force.
PS: Reminded the group that we need to recognize connections as 'transportation' improvements (better funding opportunities) with 'recreational' component as secondary.
RI: LANTA identifying 'micro-transit'(Uber-model with app for requesting rides from a shuttle) routes that may be possible in conjunction with bus service. May affect priority connections; important to keep LANTA involved.

2. Agenda Items:

- a. Official Map: RI noted that Michael Baker got contract for zoning revisions and Official Map.
PS: Noted that acting on the official map with the trail information could happen early in the process. RI commented that current BoS most likely would adopt trail plan and then add to Official map. PS recommended to UMT that a presentation from PA DCED might prove helpful for BoS guidance.
- b. Complete Streets: Good. AN to send copy of recent Montgomery County policy to JT.
- c. PPL Easements: GC noted that analysis to-date doesn't see many places where PPL easements might help. Additionally, input from committee member former PPL real estate div. employee notes PPL uses easements from property owners. Better to talk to Jaindl, Prologis owners for PPL easements that make sense. (NOTE: Add this item to KPIs with Jaindl and ProLogis)
 - o *RI*: 'Former' Air Products site; recent ZHB action on requested connection to Uline trail.

PS: Is there a formal status of these trails as 'public'? Suggested that Township may want to offer control of easement as a way of limiting liability for Uline or Air Products.

- o Cetronia/ Rt. 100-Trexler Road: RI suggested that any plans related to this area be circulated to the Team for review (ped crossing suggestions from SC; refuge islands, etc.) for crossing ideas. There was a dedicated bike lane
- d. Input to 2011 Park and Recreation Plan
 - o Community Center to break ground in 2023; may add \$ to budget in 2024 for update to CROSTP.
- e. Transportation Elements of Comp Plan
 - o Crosswalks: Mid-block crossing discouraged.
 - o Green Road Park Roundabout: DA to send plans to SC
 - o Tilghman Street Widening: DA to send plans to SC
 - o PennDOT Coordination Issues
 - *GC:* State routes present barriers to connections; lots of 'tight' underpasses
 - Adams Street Interchange: Corridor study/ design contract to Benesch; Grim & Nestle Way area will need attention because of the interchange; needed ped connections should be sent early for inclusion in design of the interchange;
 - *PS:* Two (2) meetings with PennDOT 5-0 are part of the project; requested contact from DA or RI; would prefer that DA, DM or others be part of that meeting. Will send dates to team.
 - *DA:* Werley Road under I476: Close to design phase; possible connection to St. Lukes/ South Whitehall

3. Priorities

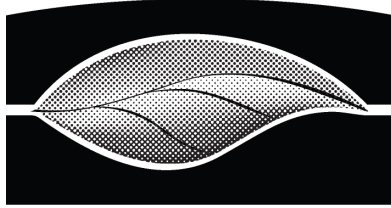
- *RI:* Would like to see the 'Breinigsville Trail/ Pathway' project noted as the one of the top three (3) projects; pushing closer to Rodale Cycling Ctr.
- Would also like to see connection to Lower Macungie Greenway from Hamilton Boulevard.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Anita Nardone, PE
Project Manager



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	July 13, 2022 3:30pm
Re:	KPI-UMT-Parks & Recreation Department	Issue Date:	July 18, 2022

ATTENDEES:

Lynn Pigliacampi (UMT-P&R Staff); Bret Spangler (UMT-P&R Board); Matt Bernard (UMT-P&R Board); Jaclyn Svetcov (UMT-P&R Board)**; Bryce Brucker (SC); Anita Nardone (SC)

**(Husband Chris Svetcov member of Steering Committee)

NOTES:

1. Overview of Project

- Anita noted the very informative 'UMT Park' brochure; ten (10) Twp Parks with a future park at Butz Road (future Breinigsville Park)
- Anita presented on overview of the project including schedule and the purpose of the KPIs. Draft Plan and explanation of 'final' plan expectations was discussed.
- Anita stressed that the #1 response to requested connections was safe pedestrian access to Twp. parks and neighborhoods.
- Anita requested that Lynn, Matt and Bret give input on what their priority connections or pedestrian issues are for the Parks.

2. Lynn Pigliacampi (Director, P&R)

- Agreed that the connections to Lone Lane Park and Grange Park represent the most important connections from neighborhoods. She knows they are hampered by poor crossings, etc.
- It is a desire of the staff to get more people to use the Rt. 100 (Upper Macungie Twp Park).
- Also a desire to get more people to use Ricky Park

3. Bret Spangler (UMRT Parks & Rec Board, Chair)

- Anita questioned if the Board pursued or was the recipient of philanthropic funding from the large corporate presence in the Township.
- Bret responded that the plans for fund raising for the est. \$30M Community Center are underway; hard to ask for more donations for other park items.
- He feels that the 'pace' of making the Community Center a reality is 'slow'; hopeful that hiring of development director recently will move things along.
- (Lynn sent schematic of Grange Park with Community Center and planned road.)
- Safety is MOST IMPORTANT! Noted an incident where young girls were attempting to use a crosswalk to get to a park; feels signage/ ped crossing is not adequate. Disappointed in police enforcement of these types of safety/traffic issues
- Bret feels that the challenge of this study will be getting PennDOT and other beauracracies on-board
- Bret also wanted to make sure that the study would be showing the linkages to trails/ destinations outside of the Twp border.

4. Jackie Svetcov

- Jackie felt that she would like to see inter-park bike riding ability--- especially from her area of Breinigsville. Current biking is unsafe for less-than-skilled bikers.

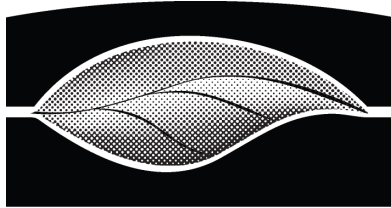
All participants expressed agreement that the study will be a benefit for the Township.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Anita Nardone, PE
Project Manager



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	July 14, 2022 10:00am
Re:	KPI-Parkland School District	Issue Date:	July 21, 2022

ATTENDEES:

Rodney Troutman (Ass't Superintendent-Parkland School District); Dave Keppel (UMT Resident; Student Services Director) Anita Nardone (SC)

NOTES:

1. Overview of Project

- Anita presented on overview of the project including schedule and the purpose of the KPIs. Draft Plan and explanation of 'final' plan expectations was discussed. It is hoped that the inclusion of pedestrian connections facilitates 'some' possibilities for families to use non-motorized methods to access schools.
- Anita stressed that the #1 response to requested connections was safe pedestrian access to Twp. parks and neighborhoods.
- Anita reviewed SC's understanding of a 'School Walking Route'---which is route reviewed and accepted by the school district as an authorized and therefore---safe---way to access school. Rod and Dave agreed. There are no 'school walking routes' established in parkland SD because of the wide use of school buses.
- Rod noted that the District will supply crossing guards where there is a demonstrated need and desire from families. (Current information from Val Strock-Ass't Dir. Of School Service-Transportation) is that there is one paid crossing guard at Jaidl ES for Parkland View Apts.)

2. Rod Troutman: Input

- The District is open to reviewing needs of students and families as they arise.

- General impression:: Students don't walk to school anymore. This could be the perception of safety---both from predators and traffic safety)
- District has tried to establish walking trails for exercise at different school sites.
- He supports the project because he would like to see families maximize those existing sidewalk connections that are feasible for use now. Additional connections will be all the better.

3. Dave Keppel: Input

- Upper Macungie has only elementary schools. At the elementary school level, most if not all students walk with parents to and from school.
- At the middle school level, he sees more bike use (but mostly at Springhouse MS).

4. Other

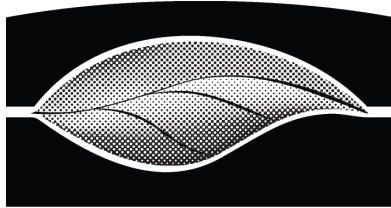
- Both Dave and Ed felt that the school that represents the best opportunities to establish connections is veterans Elementary School.
- Look at connections from the nearby mobile home park
- Bike trails from these adjacent neighborhoods would be great.
- Look at "Green Acres' development for connections to the school.
- Dave's personal observation is that he would like to see attention to connections from Krocks Road, Blue Barn and Tilghman. Understands that police enforcement of speeds is an important element for ped connections.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Anita Nardone, PE
Project Manager



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	July 14, 2022 3:00pm
Re:	KPI-UMT Planning Commission	Issue Date:	July 21, 2022

ATTENDEES:

Paul McNemar (Vice-Chair, Planning Commission); Chuck Deprill (Chair, Planning Commission); Anita Nardone (SC); Pete Simone (SC)

NOTES:

1. Overview of Project

- Anita presented on overview of the project for the benefit of Chuck (Paul is a member of the Steering Committee and had attend the CM3 the previous night). Final deliverables are planned for late Fall 2022.
- Anita highlighted some of the discussion points of the KEI/ Planning/Engineering KPI two weeks ago: A new mixed-use ordinance under consideration for the higher density residential areas; a 'complete streets' ordinance; inclusion of SC on the 'Community Development Report'---a chance to comment on land development applications for comparison with draft connectivity plan.

2. Specific Areas/ Locations where connections are needed/ make sense/ possible inclusion in Official Map

- NE: Connecting Green Hills neighborhood to Kuhnsville Commercial area and commercial areas east of UMT (look at connection across RR tracks; across shopping center to Tilghman Street, etc.)
- Krocks to Hamilton Crossing. How? Proposing sidewalks/paths along Krocks.
- LANTA Data: Coordinate so that this plan can assist with moving warehouse workers on sidewalks from bus stops to buildings
- Where are the critical connections under Tpke or PennDOT bridges that should be noted now to be included? E.g. Werley Road/ Oakview
- Tilghman Road to Werley Road?

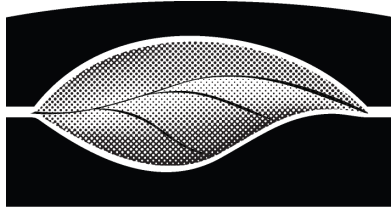
- Ambassador ?
 - Werley/ Oakview under I476 to the east?
 - Check where the current SC side path ends near Upper Macungie Park---it is now a signalized intersection.
3. Wayfinding Signage for Truckers
- Pete brought up the issue of whether 'wayfinding' signage for truckers could help with 'lost' trucks and the efforts to restrict truck traffic on township-restricted roads.
 - Paul noted that most truckers are mandated to follow GPS-established routes for commercial truckers (universal system)
4. Off-Road Trails?
- Pete questioned whether now is the time to establish areas for off-road trails to connect parcels (to be included in Official map).
 - Paul thought that extended the currently-shown side path network south to complete a western loop
 - Paul suggested that we talk to KEI about where the 'agricultural easements' are located and use them.\
5. Summary Comments:
- o Chuck Deprill
 - Overall---he would like to see a better quality of life for the residents of Upper Macungie. More opportunities to walk, exercise; connections to the parks
 - Get truck traffic off Grange Road
 - Encourage/ help get access to Rt 100 Park (Upper Macungie Park)--
**Also echoed by the P&R Dept KPI
 - Important connections for the apartment development off of Glenlivet/ near Weis Market
 - o

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Anita Nardone, PE
Project Manager



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	August 1, 2022 10:00am
Re:	KPI-Uline	Issue Date:	August 1, 2022

ATTENDEES:

Rachel Arden (Uline-Operations Manager); Anita Nardone (Simone Collins-SC)

NOTES:

1. Uline – Background Information Supplied By Rachel on Uline
 - Uline began in Upper Macungie on Boulder Drive in a total of four (4) buildings
 - Construction started in 2015 at the new site on Uline Way; occupancy in 2016 on Bldg 1; 2017 on Bldg 2. There is current building expansion to has temporarily closed one section of the perimeter trail. The trail was part of the original construction.
 - The ‘link’ of the trail that extends around the back of Aldi parking lot to the sidewalk on Mill Creek Road was added three years ago.
 - Rachel is Operations Manager for the 200+ acre campus; staff consists of landscape manager and several managers for the building operations.
 - Uline site currently has approximately 1000 employees. Not sure of how many are UMT residents.
2. Discussion of Public Use of the Uline Trail
 - Anita noted that the Uline trail has been discussed in the public opinion survey and Wikimapping notations—as well as during committee and public meetings. The use of the trail for longer trail walks is a desired destination for some.
 - Uline’s position on Public Use of the Trail:

- o Uline is not interested in ‘advertising’ through signage or other that the trail is for general public use. There could be liability concerns.
- o They have noticed that people will park on Cetronia and use the trail; they do not see that people are parking on the site and using the trail.
- o Uline does not actively ‘police’ the trail users. If skateboards or roller bladers are noticed—they are politely asked to refrain from other than ped use.
- o There is no desire or intention to expand the trail at this time based on other needs. (E.g Uline has not received specific employee requests for additional connection points.)

3. Connection to old Air Products Site (for discussions with ProLogis)

- Rachel mentioned that in their review of the plans for the development of the old Air Products site---they were interested in a connection on Cetronia from their site trail to the pathways near the old AP fields and into the parking lots.

4. Discussion of the Value of the Trail in the UMT Community

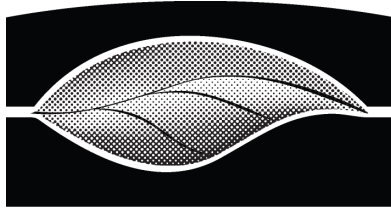
- Anita discussed that the Uline trail represents a great addition to the UMT community---one that would be great to replicate.
- Rachel mentioned that the president of Uline values the importance of safe access to trails for employees health and productivity.

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SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Anita Nardone, PE
Project Manager



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	August 3, 2022 3:00pm
Re:	KPI-Lehigh Valley Planning Commission (LVPC)	Issue Date:	August 4, 2022

ATTENDEES:

Brian Hite (Sr. Transportation Planner-LVPC); Teresa Mackey (Sr. Environmental Planner-LVPC); Anita Nardone (Simone Collins-SC); Peter Simone (SC); Geoff Creary (SC); Bryce Brucker (SC)

NOTES:

1. Review of Project Scope and Schedule

- Anita reviewed the background of the study---conceived in response to the updated 2019 Comprehensive Plan---to improve pedestrian and biking connectivity within the Township and reduce reliance on car-heavy mode of transportation. Final report due at the end of this calendar year.
- Anita provided:
 - a. Summary of public participation process; survey results
 - b. Progress Draft Improvements Plan, highlighting:
 - Barriers/ challenges (highways, central warehouse district; rail crossings
 - 'Tool' of choice: Side path network— 'beltway' around UMT. (Side paths 10'width; 5' grass separation with cartway). Opportunities to provide 'spokes' of connections for looping of housing developments
 - LANTA coordination
 - Several challenging areas: Tilghman, Chapman, Schantz, PennDOT and Tpk underpasses.
 - Brian H. emphasized the difficulties with Tilghman and Blue Barn Roads

2. Infrastructure Bill Funding Opportunities: SS4A

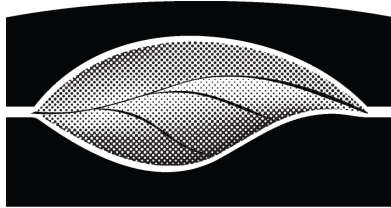
- Pete reviewed our understanding of the requirements for ‘implementation’
 \$\$: ‘Action Plan’ required. SC looking at ways to position this study as an
 ‘Action Plan’ for the Township to go after 2023 funding. LVPC input?
 - Brian H. noted several munis that have used LTAP program from PennDOT to fund safety and transp. Initiatives including successful TASA grants
 - Pete asked ‘what’ the LVPC might be doing to go after projects for a regional impact? What info could LVPC provide? Brian will check with Becky Bradley (Exec. Dir.)
 - Brian H. suggested PennDOT 5-0 contact: Amanda Leindecker and Vanessa K. for PennDOT meeting on the Plan. LVPC may attend once meeting is set up
 - Anita took time to note the traffic/ped/bike fatalities are significant in UMT; Brian commented that the combination of highways, and the strong presence of bikers naturally leads to more interactions.
3. Additional Comments
- Teresa M.:
 - 1) Confirming side path width? (GC: 10’); passage of two bikes
 - 2) Be sure to include connections to the neighboring regional trail systems.
 - Brian Hite:
 - 1) Grange Park has become a strong rec ‘hub’; the Community Ctr will add to that
 - 2) Feels that UMT residents are more aware of bikers because of the veladrome.
4. Next Steps:
- Anita will provide a copy of the current progress draft plan for LVPC’s comment along with meeting notes.
 - Anita will invite LVPC once PennDOT meeting is established.
 - Draft Final report will be made available for comment.

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Sincerely,
 SIMONE COLLINS, INC.
 LANDSCAPE ARCHITECTURE



Anita Nardone, PE
 Project Manager



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	August 8, 2022 2:00pm
Re:	KPI-Jaindl Land Holdings LLC (JLH)	Issue Date:	August 8, 2022

ATTENDEES:

Erin Witt (JLH); Adam Jaindl (VP-JLH); Anita Nardone (Simone Collins-SC); Geoff Creary (SC); Bryce Brucker (SC)

NOTES:

1. Review of Project Scope and Schedule

- Anita reviewed the background of the study---conceived in response to the updated 2019 Comprehensive Plan---to improve pedestrian and biking connectivity within the Township and reduce reliance on car-heavy mode of transportation. Final report due at the end of this calendar year.
- Anita provided:
 - a. Summary of public participation process; survey results
 - b. Progress Draft Improvements Plan, highlighting:
 - o Barriers/ challenges (highways, central warehouse district; rail crossings
 - o 'Tool' of choice: Side path network— 'beltway' around UMT. (Side paths 10'width; 5' grass separation with cartway).
 - o Radial aspect helpful in connecting diverse areas of the township
 - o Recent infrastructure bill positions the Twp well for grant funding
 - o Current 'Official Map' drafting underway in the Twp.
 - c. Geoff (GC) highlighting 'why?' side paths
 - o Good set-back distances; plantings; conducive to designing for all ages and abilities.

- o Highlighted 'where' we got data on JLH property holdings; reviewed northern and southern locations

2. Questions/ Comments - JLH

- Adam provided some 'updates' to the data SC shared:
 - a. Hyatt Hotel near Air Products transferred to Grange LLC (?)
 - b. Properties at Rt. 100/ Weilers Road- have transferred to D.R. Horton (Erin and Adam to provide contact for D.R. Horton)
 - c. Adam noted that the side paths span JLH in different zones (LLI and Ag). Wouldn't the connections make more sense in the more populated zones?
 - d. GC noted the importance of planning for these connections as the areas undergo transformation from agricultural to either residential or commercial/industrial.
- Erin noted that JLH will review the provided map in more detail and provide comment.
- Erin felt that their response would most likely be on a case-by-case basis with the Township. While they support the connectivity emphasis, they would have concerns about the effect the easements would have on density calculations.
- Anita concurred with the concerns---highlighting that the final report of this study looks at the township from a 'high' level; how the plan translates into land development decisions would need to be looked at on a case-by-case basis.
- Erin/ Adam questioned the time-frame of implementation?
 - o Anita and Geoff discussed that it is likely that the Township will incorporate those connections that represent the best connections through historical barriers into the Official Map
 - o The final report will identify 'short', 'medium' and 'long term' approaches to getting the best and longest connections for the Township—and incorporate costing information for decision making.
 - o Full implementation? Estimated 10-15 years.
- Erin noted that JLH meets monthly with the Township (D, Martocci-KEI, Dave Alban-KEI, John Toner) on status of JLH applications
- Anita questioned Erin and Adam on whether they receive a 'development newsletter' that was mentioned by KEI. They have not received such. Anita noted that the final connectivity report may become a topic that is reviewed with new development applications.
- Geoff questioned whether there were connections not noted on the plan that could assist JLH's with future holdings planning. (JLH to review.)

3. Next Steps:

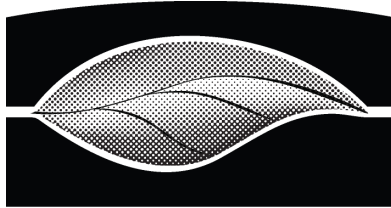
- Anita will provide notes from the meeting and encouraged comments or questions from JLH to be incorporated into the report.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in cursive script that reads "Anita Nardone".

Anita Nardone, PE
Project Manager



SIMONE COLLINS
LANDSCAPE ARCHITECTURE
119 EAST LAFAYETTE STREET NORRISTOWN, PA 19401
PHONE: 610.239.7601 FAX: 610.239.7606
WWW.SIMONECOLLINS.COM

MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	August 9, 2022 10:00am
Re:	Key Person Interview-ProLogis	Issue Date:	August 9, 2022

ATTENDEES:

Justin Fanslau (Manager/ PA Real Estate Holdings); Anita Nardone (Simone Collins-SC); Geoff Creary (SC)

NOTES:

1. Review of Project Scope and Schedule
 - Justin introduced himself and his position as Director of PA Real Estate holdings for ProLogis. Current ProLogis holdings in PA = 20M Square feet.
 - Anita reviewed the background of the study---conceived in response to the updated 2019 Comprehensive Plan---to improve pedestrian and biking connectivity within the Township and reduce reliance on car-heavy mode of transportation. Final report due at the end of this calendar year.
 - Anita provided:
 - a. Summary of project schedule and public participation process; survey results
 - b. Progress Draft Improvements Plan, highlighting:
 - o Barriers/ challenges (highways, central warehouse district; rail crossings)
2. Presentation of 'Improvements Plan with ProLogis Holdings highlighted
 - Geoff elaborated on the Improvements Plan in the Warehouse area
 - o 'Tool' of choice: Side path network— creating a 'beltway' around UMT. (Side paths 10'width; 5' grass separation with cartway).
 - o Radial aspect helpful in connecting diverse areas of the township

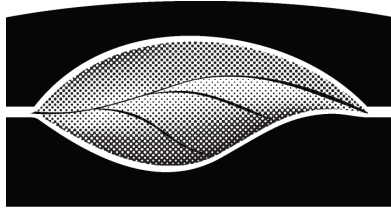
- o Side paths present opportunities for ALL user types: children through active bikers/ runners.
 - Anita updated Justin on the Township's plan for an Official Map---where we anticipate that elements of this study may be considered for adoption. (Items on Official Map are considered as part of development applications that may come before the Township).
 - Geoff asked Justin for any initial reactions to the side path 'tool'. (Justin attended via phone; Justin and the ProLogis team will review the plan once sent via email.)
3. Questions/ Comments
- Justin questioned whether the side paths proposed to be constructed on ProLogis property would impact development plans on sites where they might consider expansions or parking expansions.
 - Anita noted that Jaindl Land Holdings (interviewed on 8/8) had similar concerns. Anita noted that the concepts developed for this planning document will require that the Township and their consultant (KEI) planners and engineers will need to work out how density, impervious coverage and stormwater are handled on a case-by-case basis. An important consideration for property owners.
4. Next Steps:
- Anita will provide notes from the meeting and the progress draft improvements plan with ProLogis holdings highlighted to Justin. The ProLogis team will review and provide comments to SC for the final report.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Anita Nardone, PE
Project Manager



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	August 11, 2022 7:00pm
Re:	Key Person Interview- Homeowner Associations: Terrace at Lehigh, Highgate, TrexlerFields	Issue Date:	August 15, 2022

ATTENDEES:

Frank Rossi (HOA-TrexlerFields); David Flannery (HOA-Terrace at Lehigh); John Klamann (HOA-Highgate) (Tech difficulties); Anita Nardone(SC); Peter Simone (SC)

NOTES:

1. Review of Project Scope and Schedule
 - Anita reviewed the background of the study---conceived in response to the updated 2019 Comprehensive Plan---to improve pedestrian and biking connectivity within the Township and reduce reliance on car-heavy mode of transportation. Final report due at the end of this calendar year.
 - Anita provided:
 - a. Summary of project schedule and public participation process; survey results
 - b. Progress Draft Improvements Plan, highlighting:
 - o Barriers/ challenges (highways, central warehouse district; rail crossings
 - o Networks that extend the lengths of residents to walk and bike safely---instead of being relegated to their neighborhoods.
2. Presentation of 'Improvements Plan highlighting the extent of the three housing developments: TrexlerFields, Highgate and Terrace at Lehigh.
 - David Flannery (DF) noted that he currently lives at TrexlerFields---but is a property owner and HOA president at Terrace at Lehigh---which represents more of a 'starter home' community.

- DF requested an explanation of the 'side path' tool.
 - Confirming that the study will be looking at the Cetronia-Mill Creek-Grange area. AN confirmed that this was a popular response to survey
 - Appreciated the radial aspect of the side path network; he felt that the current side path connection network grabs the most amount of developments and gets them to parks and other neighborhood; overall pleased with the plan.
 - Felt that the Parkland Apts (across street from Terrace at Lehigh) was also a community to be served; high interest in getting to Jaindl ES.
 - Shaffer Run path and crossings important.
 - Frank Rossi (FR) representing Trexlerfields noted that there is currently a nature path along the riparian buffer. Not too much additional room. Noted that the development also exists across the streets (not shaded in the progress plan discussed.)
 - When asked by AN whether that community would consider giving easement to the Township for connections, he felt that there would be concerns of the residents to address.
3. Next Steps:
- Anita will provide notes from the meeting and the progress draft improvements plan to the individual HOA presidents and suggested distribution of the plan to their associations. Anita will also share the link to the public opinion survey and wikimap features. The SC team would welcome additional input or comments.

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SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Anita Nardone, PE
Project Manager

UPPER MACUNGIE TOWNSHIP

Trail Connectivity & Walkability Plan

PennDOT Meeting – August 30, 2022

Agenda

1. Project Overview
2. Public Opinion Survey, Wikimapping, Key Person Interviews
3. High Level Analysis of Township
4. The Upper Macungie 'Toolbox'
5. Draft Improvements Master Plan



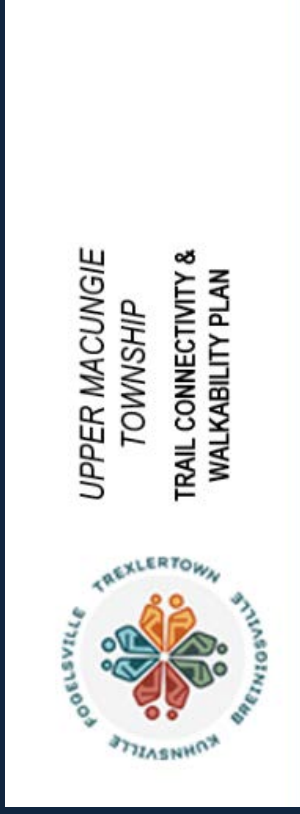
Public Opinion Survey



Public Opinion Survey

WHAT WE ARE HEARING SO FAR.....

- CM2 May 12th=124 Total Respondents
- CM3 July 12th = 184 Total Respondents
- CM4 August 16th = 220 Total Respondents
- Summary Categories
 1. Demographics: 60% respondents UMT residents >10 years
 2. Transportation & Mobility- General: 50% feel uncomfortable walking; want off-road trails and sidewalks!
 3. Transportation & Mobility- School/Work: No interest in walking/ biking.
 4. Education: Modest interest in adult motorist education
 5. General Issues and Concerns: After 'lack of pedestrian connections', traffic is the largest concern.



Upper Macungie Township Trail Connectivity & Walkability Plan

Public Survey Purpose

Public Opinion Survey

HERE ARE THE MAJOR CONCERNS...

1. CONNECTING NEIGHBORHOODS TO PARKS, OTHER NEIGHBORHOODS, RETAIL

- Lone Lane Park & Grange Park: Crossings and Connections (Schantz Road)
- Cetronia Road
- Retail Connections Desired: Hamilton Crossing & Trexlertown Plaza
- Add'l Mentions: Blue Barn Road, Bastion Lane, Memorial Road, Applewood, Rodale, connection to Jordan Creek Greenway

2. TOO MUCH TRAFFIC; TOO MANY WAREHOUSES

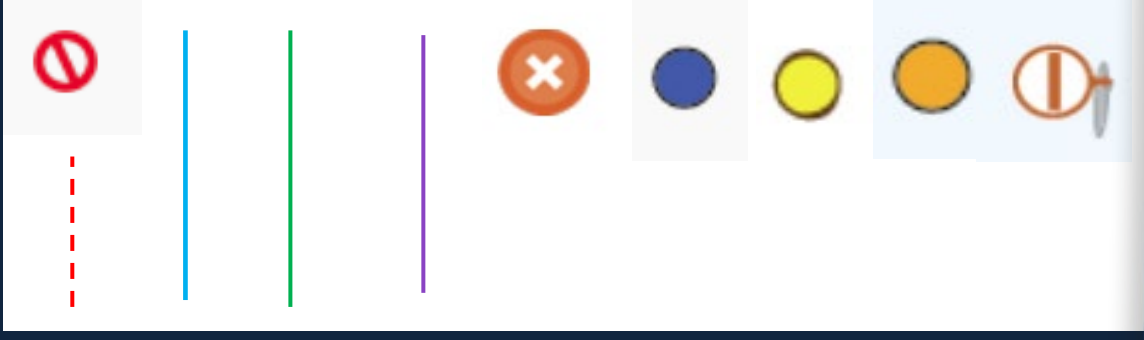
3. OFF-ROAD TRAILS (LONGER STRETCHES) FOR BIKING AND WALKING

Wiki Mapping

CM2-May 12th:
89 Total Inputs to Map

CM3-July 12th:
129 Total Inputs to Map

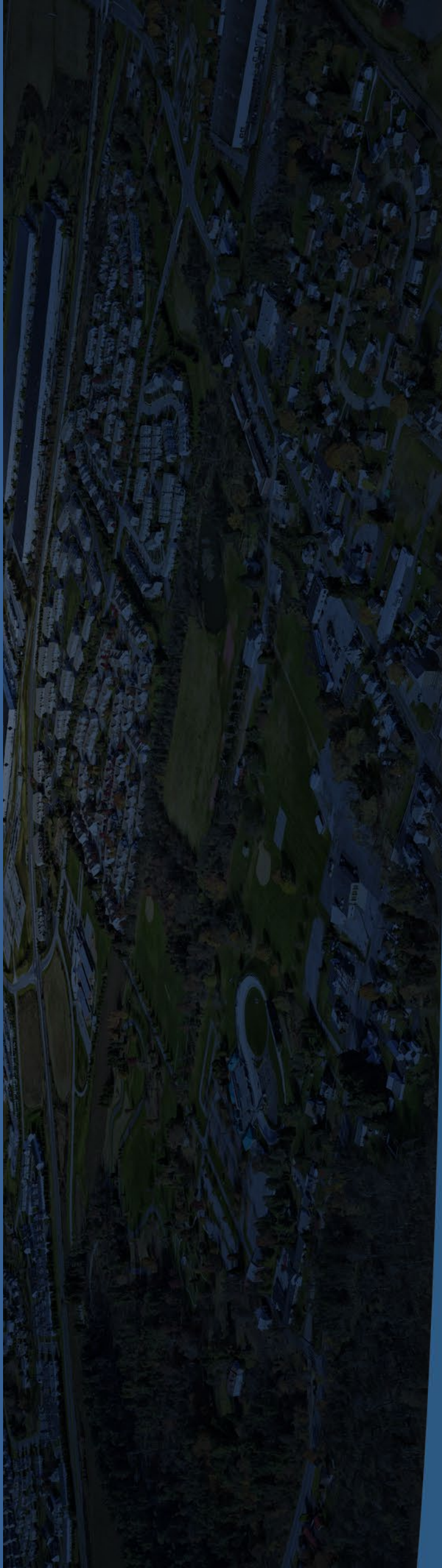
CM4-August 16th:
141 Total Inputs to Map














- BARRIERS TO CONNECTIVITY (**20** total; no increase)
- DESIRED BIKE ROUTE (15 Total; no increase)
- DESIRED SIDEWALK (**28** Total; increased by 2)
- DESIRED TRAIL (**23** Total; no increase)
- CHALLENGING AREAS (14 Total; increased by 2)
- CULTURAL/HISTORIC LOCATION (1 Total; no change)
- DESIRED DESTINATION (**17** Total; increased by 1)
- DESIRED LOCATION FOR CROSSWALK (10 Total; no change)
- SIDEWALK GAP LOCATION (7 Total; increased by 1)














The Upper Macungie Tool Box



Improvement Toolbox

-  Sidewalk
-  Crosswalk
-  Decorative Crosswalk
-  Special Crossing
-  Speed Table
-  Speed Cushion
-  Rapid Flashing Beacon
-  Hand Man
-  Pedestrian Refuge Island
-  Multi-Use Trail
-  Side Path

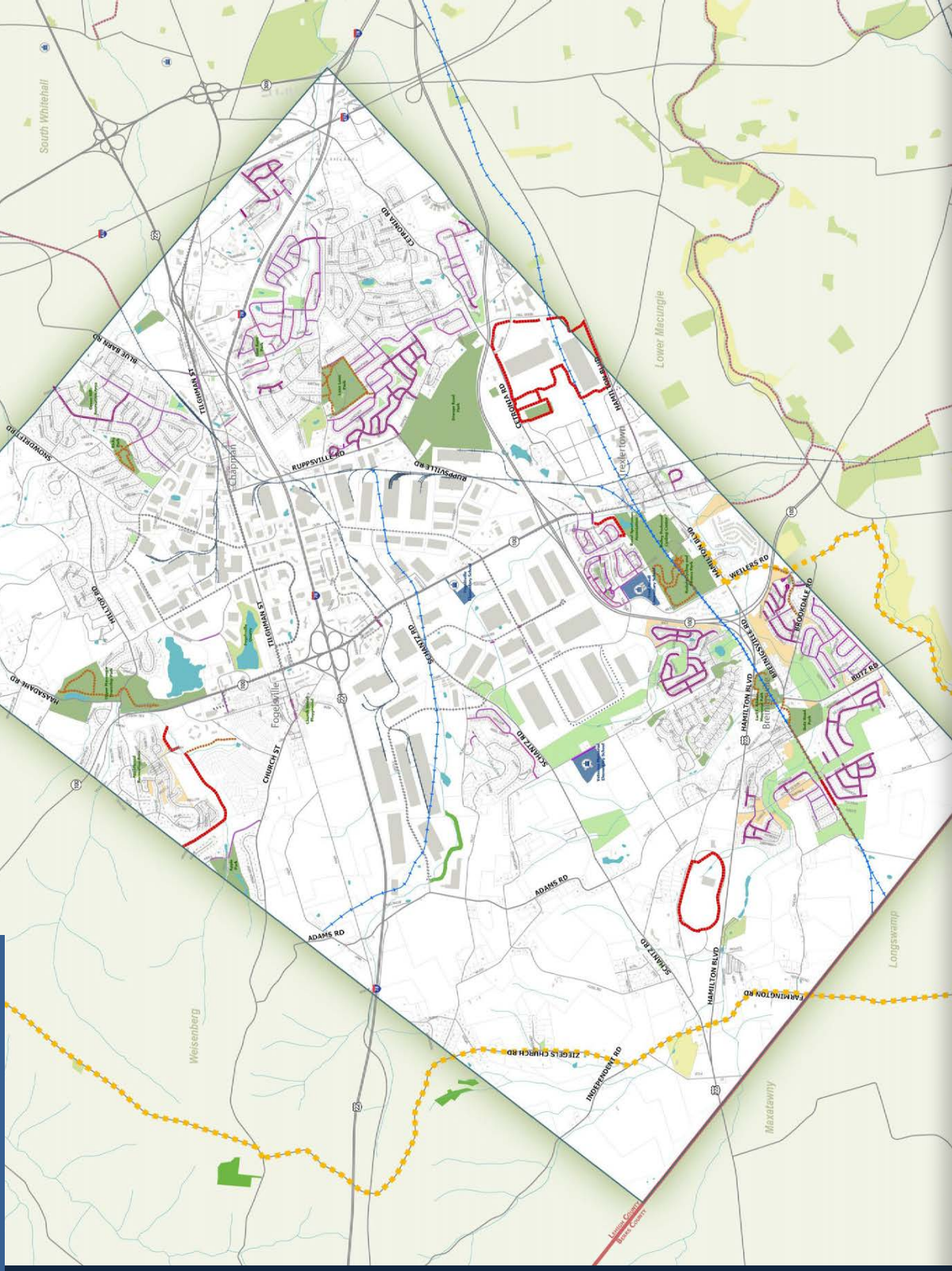
-  Painted Shoulder
-  Sharrows
-  Bicycle Lane
-  Bicycle Boulevard
-  Bicycle Box
-  Bicycle Parking
-  Speed Limit Reduction
-  Tunnel
-  Large Bridge
-  Small Bridge
-  Hiking Trail



Improvement Toolbox – Masterplan

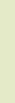
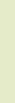






Legend

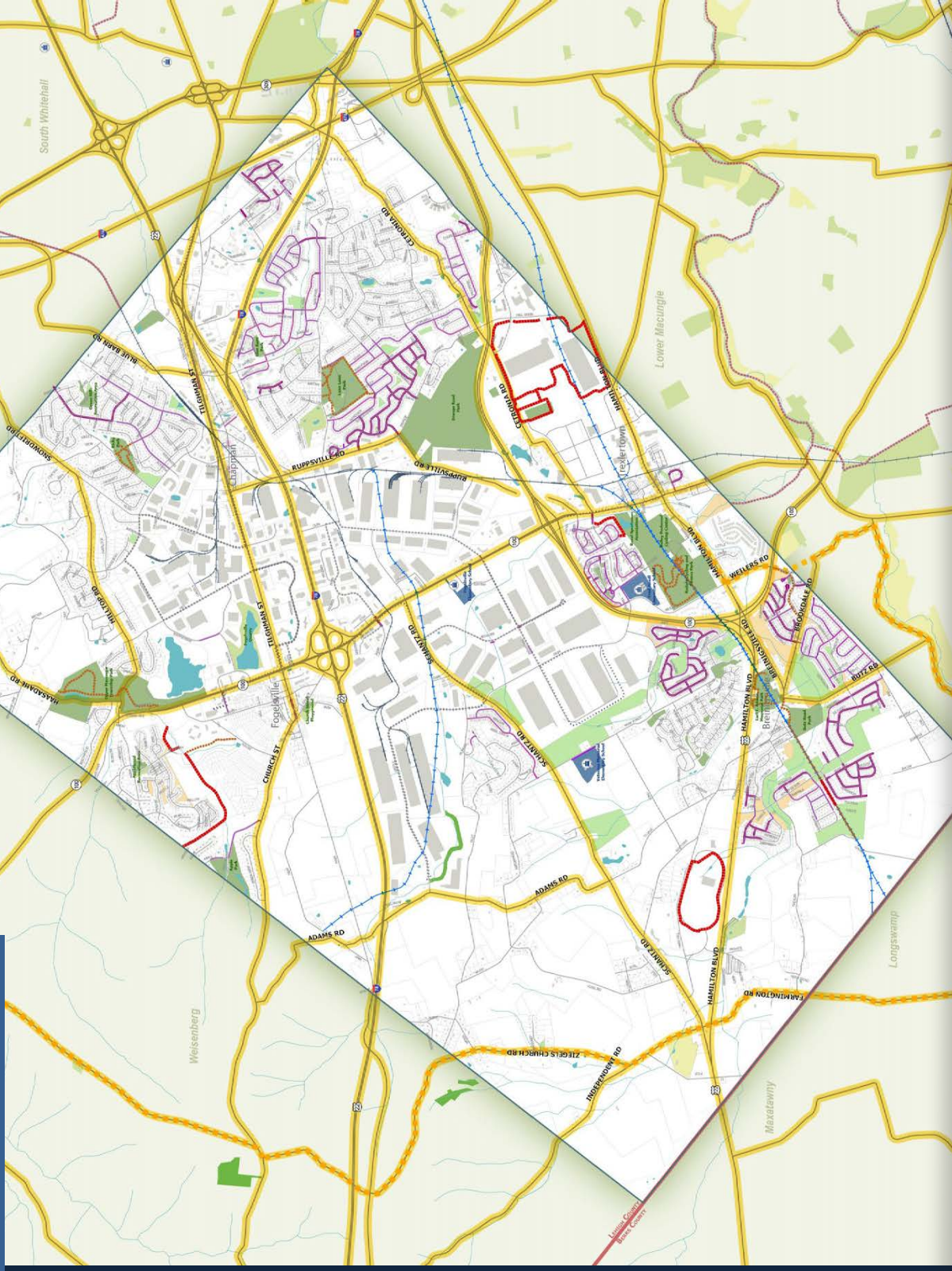
- Local Road
- State Road
- Railroad - Active
- Railroad - Historic Alignment
- Parcel Boundary
- Municipal Boundary
- Sidewalk (Both Sides)
- Sidewalk (One Side)
- Existing Trail - Private
- Existing Hiking Trail - Public
- BikePA - Route L
- Bus Route / Stop
- Park and Rec
- Open Space
- Institutional
- Water/Stream



Improvement Toolbox – Masterplan

Legend

-  Local Road
-  State Road
-  Railroad - Active
-  Railroad - Historic Alignment
-  Parcel Boundary
-  Municipal Boundary
-  Sidewalk (Both Sides)
-  Sidewalk (One Side)
-  Existing Trail - Private
-  Existing Hiking Trail - Public
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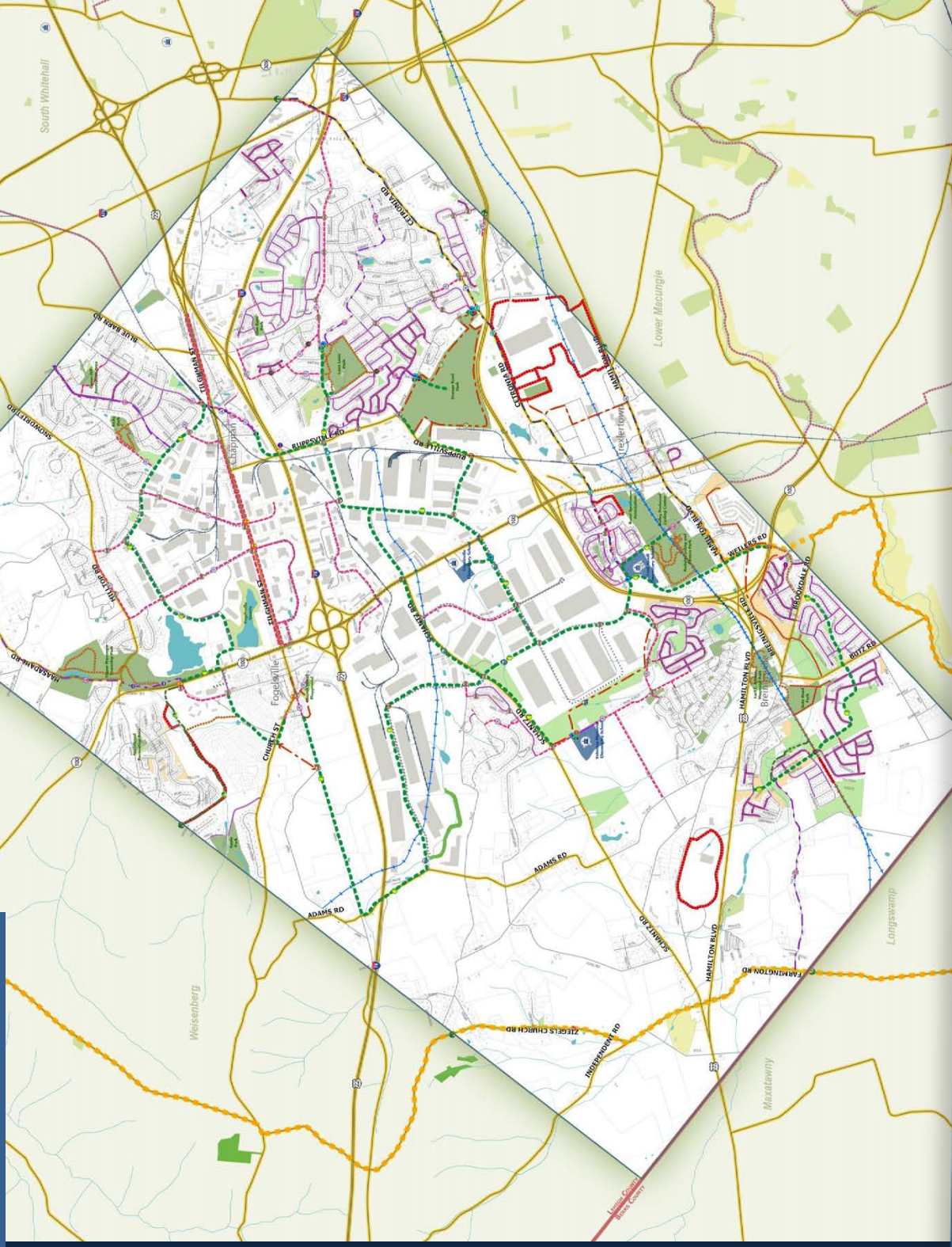
Improvement Toolbox – Masterplan

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- Water/Stream

Proposed Improvements

- Bike Parking
- Decorative Crosswalk
- Crosswalk
- Handman
- Rapid Flashing Beacon
- Ped refuge Island
- Bike Share
- Bike Box
- Multiuse Path
- School Walking Route
- Sidewalk Gap
- Hiking Trail
- Special Crossing
- Curb Extension
- Sidepath
- Sharrow
- Bike Boulevard
- Bike Lane
- Speed Limit Reduction
- Adjacent Connections
- Speed Cushion
- Speed Table
- Small Bridge
- Large Bridge



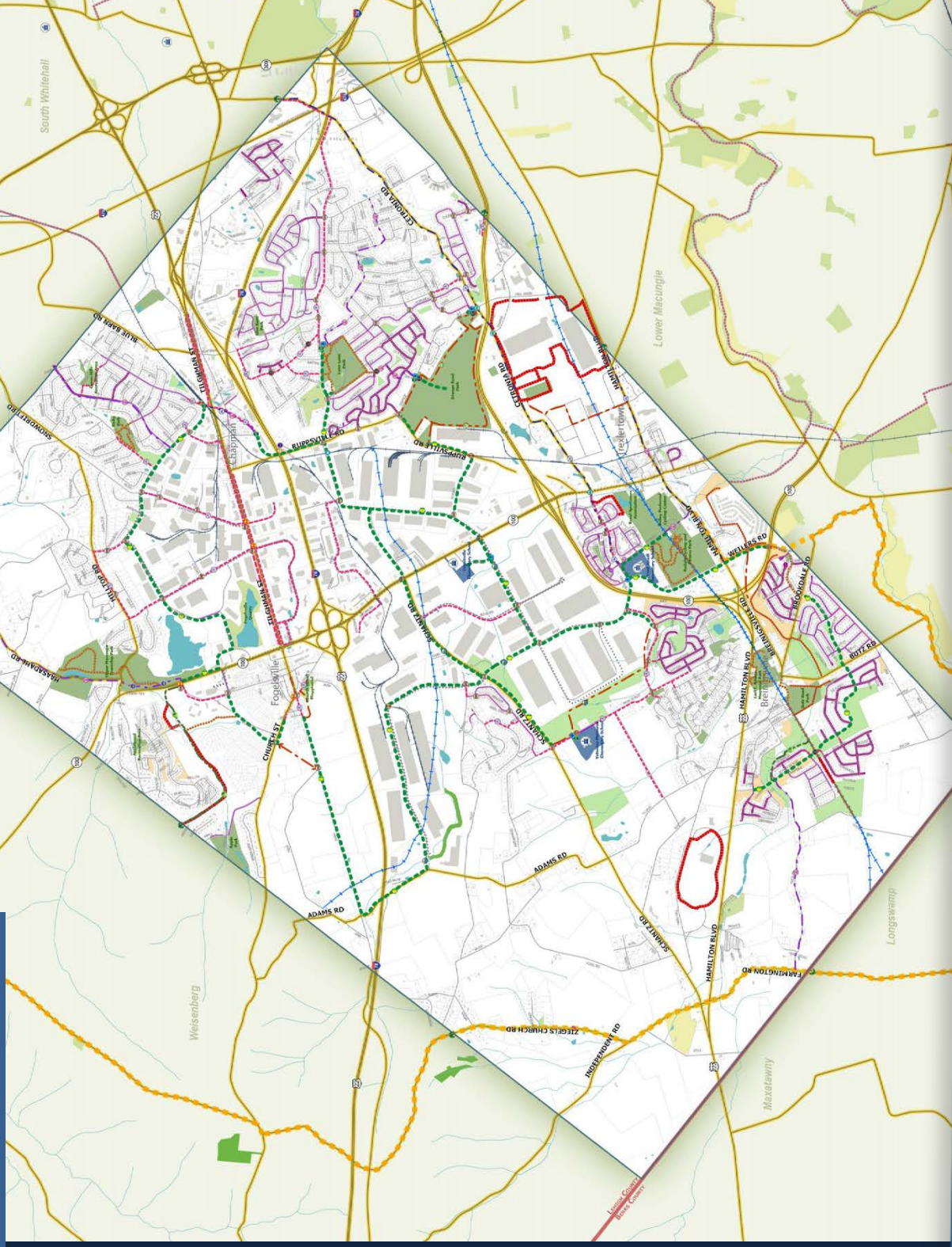
Improvement Toolbox – Masterplan

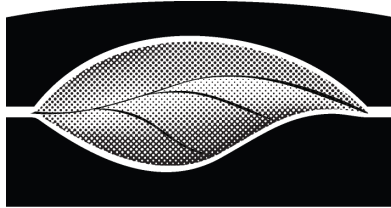
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- Small Bridge
- Large Bridge





MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	September 6, 2022 10:00am
Re:	Key Person Interview-Lehigh County Parks Dept. (Rodale Park) & Veladrome (Valley Preferred Cycling Center)	Issue Date:	September 6, 2022

ATTENDEES:

Anita Nardone(SC); Geoff Creary (SC); Bob Stiffler (Lehigh County Parks); Kelli Bertone (Valley Preferred Cycling Center); Andrew Paradowski (Valley Preferred Cycling Center)

NOTES:

1. Review of Relation of Rodale Park & Veladrome to UMT
 - Bob Stiffler provided background summary of the relation of the County to the Veladrome and Rodale Park
 - The Veladrome was constructed in the mid-70s by Bob and Anne Rodale as a philanthropic effort in Upper Macungie. It was gifted to Lehigh County. The County is responsible for the infrastructure upkeep of the Veladrome.
 - The Veladrome 'Fund' was established as the non-profit entity that leases the facility from the County. The Board of the Fund is responsible for the day-to-day operation; planning of community events; planning of cycling events; staff hiring, etc.
2. Review of Project Scope and Schedule
 - Anita reviewed the background of the study---conceived in response to the updated 2019 Comprehensive Plan---to improve pedestrian and biking connectivity within the Township and reduce reliance on car-heavy mode of transportation. Final report due at the end of this calendar year.
 - Anita provided a powerpoint presentation:

- a. Summary of project schedule and public participation process; survey results; 'toolbox' approach to improvements in UMT
 - b. Progress Draft Improvements Plan, highlighting:
 - o Barriers/ challenges (highways, central warehouse district; rail crossings
 - o Networks that extend the lengths of residents to walk and bike safely—instead of being relegated to their neighborhoods.
 - o Major 'tool' elements applicable in UMT: side paths (8-10' wide asphalt trails that follow cartway approx. 5' from curblin); sharrows, bike lanes, connecting sidewalk gaps (multi-use trails---not too much space; UMT built up)
3. Presentation of Progress 'Improvements' Plan.
- Group discussed the side path network and its relation to the UMT Parks and the Rodale Pak and Veladrome.
 - The dramatic variance of different parts of the Township was noted (NW-rural/ agricultural; warehouse district; major transportation corridors crossing in the Township).
4. Discussion

Andrew P:

- Why include the rail information?
GC: Some former rail corridors are used as trails; give historic context to the plan.
- More experienced cyclist like the NW section of Township for the rural expanse offered for longer rides.
- Mosser to Cetronia to Rodale: Definitely important!
- Questioned 'multi-use' trail use. Felt that multi-use trails not always 'friendly' to more experienced cyclists. Given the choice of bike lanes or MU trails; cyclists would choose the bike lane. Carrying speed an issue.

Bob S:

- Offered the importance of connecting the old Air Products site to Grange Park and ultimately to Rodale Park.
- County currently working with Slatington Farmer Market---to use the D&L trail and make a final connection so that the market is accessible without cars.
- Veladrome currently hosts the Farmers Market throughout the year. A fun and important destination for families!

5. Next Steps:

- Anita will provide notes from the meeting and the progress draft improvements plan to the attendees. The SC team would welcome

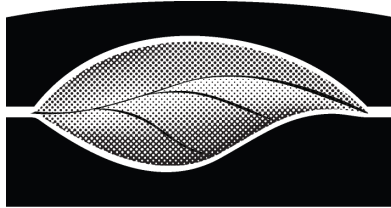
additional input or comments. Link to public opinion survey will be included.

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in cursive script, appearing to read "Anita Nardone".

Anita Nardone, PE
Project Manager



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan	Project No.:	21036.10
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	September 7, 2022 10:00am
Re:	Key Person Interview-Lower Macungie Township-Planning (Nathan Jones)	Issue Date:	September 7, 2022

ATTENDEES:

Anita Nardone(SC); Geoff Creary (SC); Nathan Jones (Lower Macungie Township)

NOTES:

1. Review of Relation of Lower Macungie to UMT
 - XXXXXXXXXXXXXXXXXXXXXXXXXXXX
2. Review of Project Scope and Schedule
 - Anita reviewed the background of the study---conceived in response to the updated 2019 Comprehensive Plan---to improve pedestrian and biking connectivity within the Township and reduce reliance on car-heavy mode of transportation. Final report due at the end of this calendar year.
 - Anita provided a powerpoint presentation:
 - a. Summary of project schedule and public participation process; survey results; 'toolbox' approach to improvements in UMT
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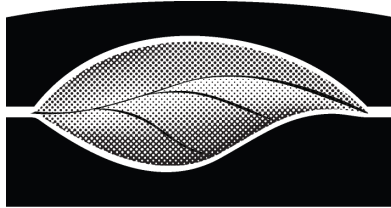
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4. Discussion
5. Next Steps:
 - Anita will provide notes from the meeting and the progress draft improvements plan to the attendees. The SC team would welcome additional input or comments. Link to public opinion survey will be included.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Anita Nardone, PE
Project Manager



MEETING NOTES

Project:	Upper Macungie Trail Connectivity & Walkability Plan- Vision Zero Action Plan	Project No.:	21036.20
Location:	MS Teams Meeting (Virtual)	Meeting Date/ Time:	01/25/2023 11:00am
Re:	KPI – CJ Logistics	Issue Date:	01/31/2023

ATTENDEES:

Melissa Baltazar (MB)-CJ Logistics-Facilities Mgr.; Anita Nardone, PE (AN)-Simone Collins-SC; Bryce Brucker (BB)-SC

NOTES:

1. Overview: Trails/ Walkability Plan – Vision Zero Action Plan
 - An gave MB an overview of the Township initiative to improve pedestrian/ cyclist access and additional study into providing transportation equity and safety.
 - Draft improvements plan with LANTA service routes and CJ Logistics location was used in the discussion.
2. CJ Logistics – Background Information
 - 1.2M SF of logistic warehouse space; serving mainly Kellogg’s distribution
 - CJ Logistics shares the space with Manasha.
 - 200 total employees. All warehouse workers; no trucking staff is employed directly by CJ Logistics.
 - Three (3) shifts; operating 24/7—excluding Friday and Saturday evenings. (Friday-11pm close; Saturday-5pm close.)
 - No specific salary range available. Starting shift workers (majority of employees) start at \$20/hour.
3. Discussion of Employee Access to Work
 - MB noted that a ‘handful’ of employees are reliant on public transit. Further discussion: 7-8 persons/ first shift; 4-6 persons second shift. Estimating 5%-7% of employees utilizing transit.

- MB noted *safety* concerns:
 - No safe place to stand and wait; no shelter
 - Truck traffic; trucks queued to enter facilities; trucker 'distractedness'; standing on snow-pile mounds; inadvertently stepping off curb into travel lane---all contribute to real safety concerns for employees
 - Employees need to walk on grass or roads to access site of employment.
 - No crosswalks!
 - MB noted *productivity* concerns:
 - They have noticed that that more transit users are likely to call out on bad weather days.
 - MB noted *health/wellness* concerns:
 - There has been discussion of forming walking groups for breaks or lunch—but no safe place to do it. Some employees walk in the parking lot (safety issue with trucks); some just use their cars for breaks.
 - Would LOVE access to a trail.
4. Suggestions of Other Warehouse Contacts/ Interest in these issues
- MB notes that she has some informal contact with other 'facility managers' in the area.
 - AN questioned whether CJ Logistics would be interested in forming a group in Upper Macungie to meet regularly and share/discuss these types of facilities/ HR/ access issues. MB noted that there would be high interest from CJ Logistics.

Next Steps:

- AN to send along notes and map used in the meeting.
- MB to reply with HR contact (Rick) and Supply Chain Mgr (Christine) as well as Manasha contact (Tim Appleton).

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 SIMONE COLLINS, INC.
 LANDSCAPE ARCHITECTURE



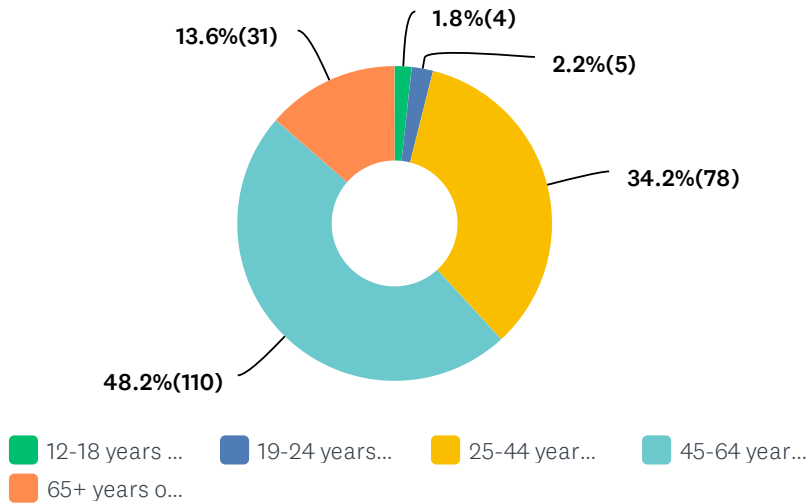
Anita Nardone, PE
 Project Manager



7. Public Opinion Survey-Results

Q1 What is your age?

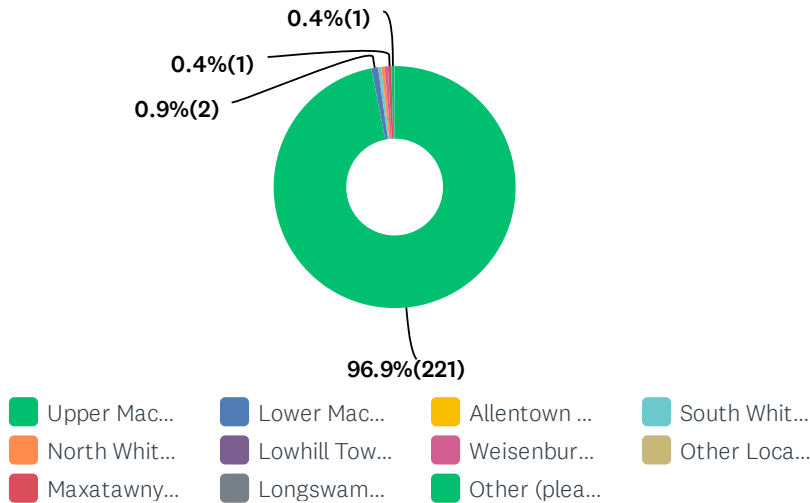
Answered: 228 Skipped: 0



ANSWER CHOICES	RESPONSES
12-18 years old	1.8% 4
19-24 years old	2.2% 5
25-44 years old	34.2% 78
45-64 years old	48.2% 110
65+ years old	13.6% 31
TOTAL	228

Q2 What is your place of residence?

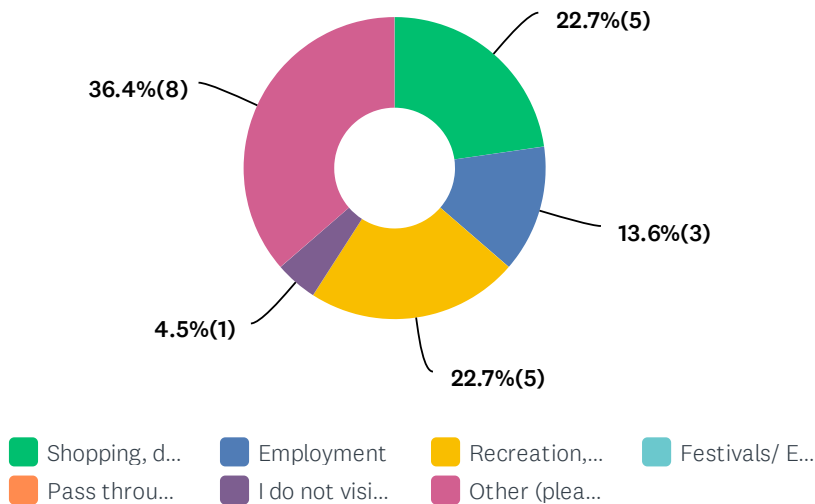
Answered: 228 Skipped: 0



ANSWER CHOICES	RESPONSES	
Upper Macungie Township	96.9%	221
Lower Macungie Township	0.9%	2
Allentown City	0.0%	0
South Whitehall	0.4%	1
North Whitehall	0.4%	1
Lowhill Township	0.0%	0
Weisenburg Township	0.4%	1
Other Location within Lehigh County	0.0%	0
Maxatawny Township (Berks County)	0.4%	1
Longswamp Township (Berks County)	0.0%	0
Other (please specify)	0.4%	1
TOTAL		228

Q3 If you are not a resident of Upper Macungie, what is the primary reason you visit?

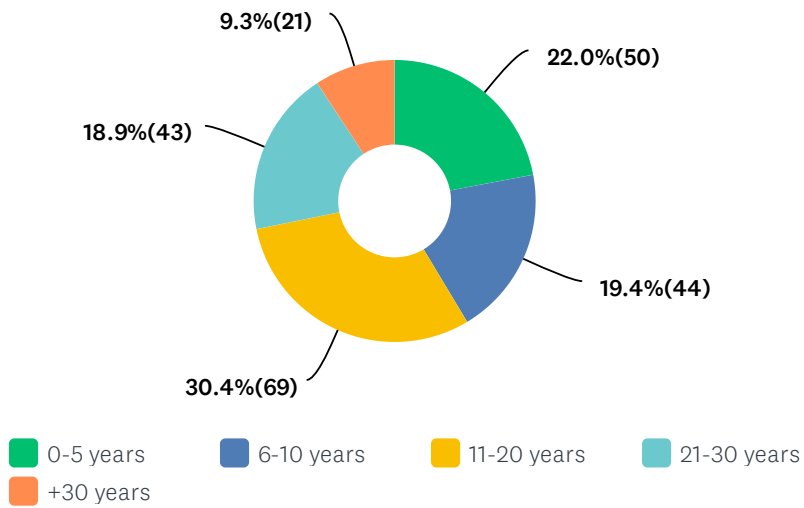
Answered: 22 Skipped: 206



ANSWER CHOICES	RESPONSES	
Shopping, dining	22.7%	5
Employment	13.6%	3
Recreation, Parks, Open Space	22.7%	5
Festivals/ Events	0.0%	0
Pass through driving only	0.0%	0
I do not visit Upper Macungie Township	4.5%	1
Other (please specify)	36.4%	8
TOTAL		22

Q4 How many years have you lived at your current address?

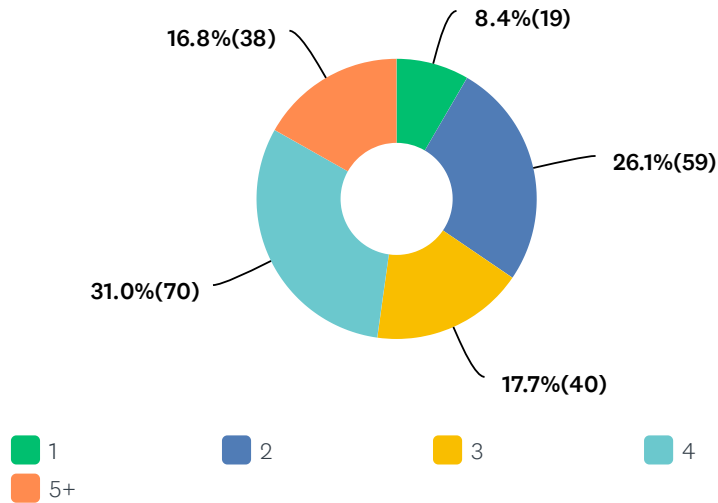
Answered: 227 Skipped: 1



ANSWER CHOICES	RESPONSES	
0-5 years	22.0%	50
6-10 years	19.4%	44
11-20 years	30.4%	69
21-30 years	18.9%	43
+30 years	9.3%	21
TOTAL		227

Q5 How many people currently live in your household?

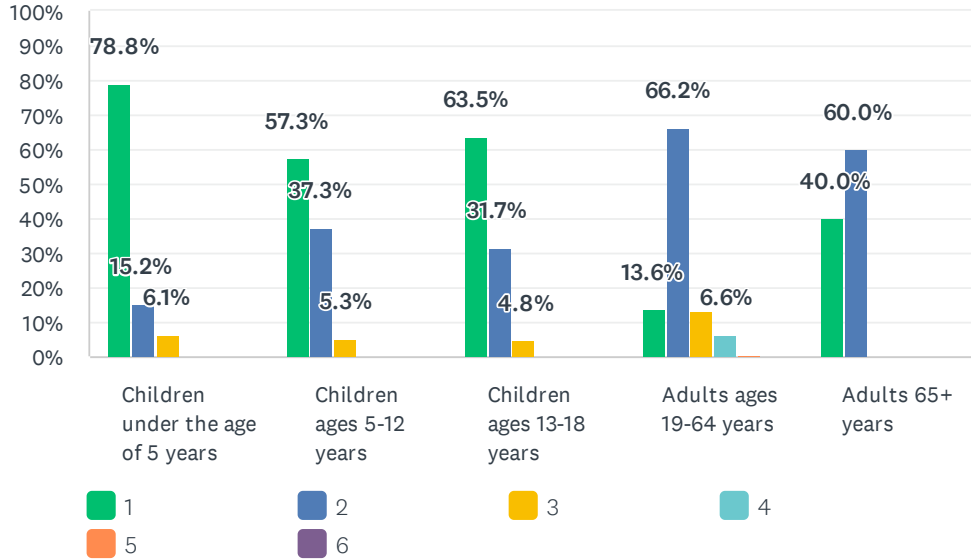
Answered: 226 Skipped: 2



ANSWER CHOICES	RESPONSES	
1	8.4%	19
2	26.1%	59
3	17.7%	40
4	31.0%	70
5+	16.8%	38
TOTAL		226

Q6 What age groups currently live in your household? Please indicate number in each category.

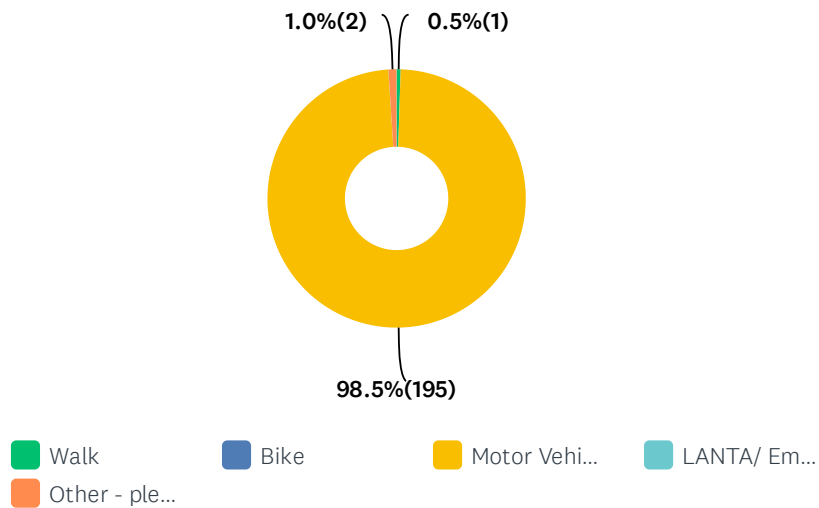
Answered: 227 Skipped: 1



	1	2	3	4	5	6	TOTAL
Children under the age of 5 years	78.8% 26	15.2% 5	6.1% 2	0.0% 0	0.0% 0	0.0% 0	33
Children ages 5-12 years	57.3% 43	37.3% 28	5.3% 4	0.0% 0	0.0% 0	0.0% 0	75
Children ages 13-18 years	63.5% 40	31.7% 20	4.8% 3	0.0% 0	0.0% 0	0.0% 0	63
Adults ages 19-64 years	13.6% 27	66.2% 131	13.1% 26	6.6% 13	0.5% 1	0.0% 0	198
Adults 65+ years	40.0% 18	60.0% 27	0.0% 0	0.0% 0	0.0% 0	0.0% 0	45

Q7 What is your primary mode of transportation?

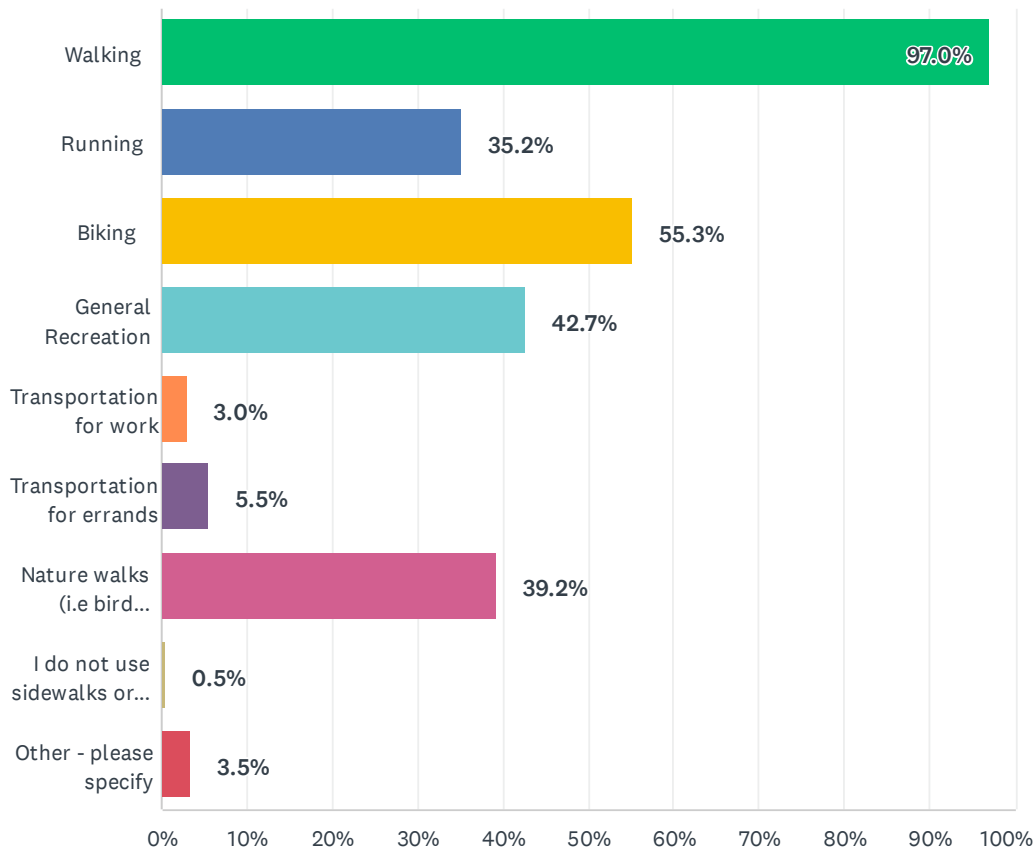
Answered: 198 Skipped: 30



ANSWER CHOICES	RESPONSES	
Walk	0.5%	1
Bike	0.0%	0
Motor Vehicle	98.5%	195
LANTA/ Employment Shuttle	0.0%	0
Other - please specify	1.0%	2
TOTAL		198

Q8 For which activities do you use the sidewalks and trails? Select all that apply.

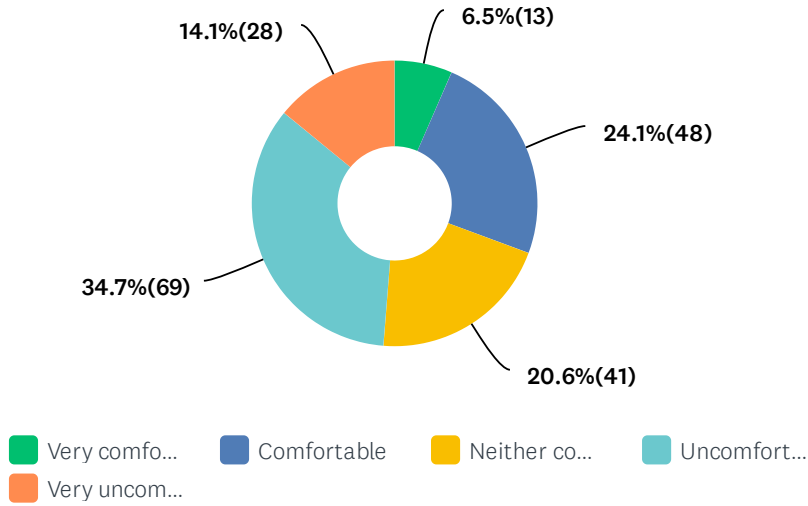
Answered: 199 Skipped: 29



ANSWER CHOICES	RESPONSES	
Walking	97.0%	193
Running	35.2%	70
Biking	55.3%	110
General Recreation	42.7%	85
Transportation for work	3.0%	6
Transportation for errands	5.5%	11
Nature walks (i.e. bird watching)	39.2%	78
I do not use sidewalks or trails	0.5%	1
Other - please specify	3.5%	7
Total Respondents: 199		

Q9 From a perspective of traffic safety, how comfortable do you feel walking in Upper Macungie Township?

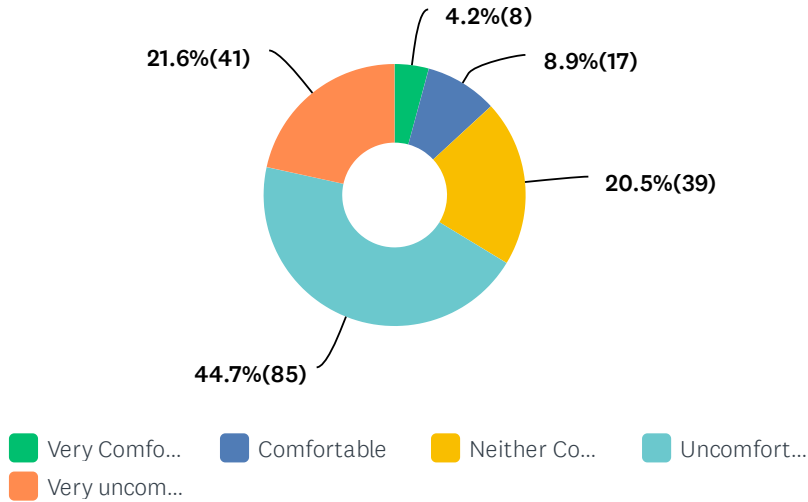
Answered: 199 Skipped: 29



ANSWER CHOICES	RESPONSES	
Very comfortable	6.5%	13
Comfortable	24.1%	48
Neither comfortable nor Uncomfortable	20.6%	41
Uncomfortable	34.7%	69
Very uncomfortable	14.1%	28
TOTAL		199

Q10 From a perspective of traffic safety, how comfortable do you feel biking in Upper Macungie Township?

Answered: 190 Skipped: 38



ANSWER CHOICES	RESPONSES	
Very Comfortable	4.2%	8
Comfortable	8.9%	17
Neither Comfortable nor Uncomfortable	20.5%	39
Uncomfortable	44.7%	85
Very uncomfortable	21.6%	41
TOTAL		190

Q11 To what areas would you like improved pedestrian and/or bicycle access? (Please indicate specific locations within the categories that apply to you)

Answered: 152 Skipped: 76

ANSWER CHOICES	RESPONSES	
Residential Neighborhoods. (i.e. Green Hills, Hopewell Woods). Please list location.	69.1%	105
Retail establishments by location (i.e. Trexlertown Plaza). Please list location.	45.4%	69
Other locations.	27.0%	41
Warehouse District (i.e. Amazon Fulfillment Centers). Please list location.	16.4%	25
Business/ Office Parks (i.e. Uline, Air Products). Please list location.	15.8%	24
Wineries/ Agri-tourism establishments. Please list location.	13.2%	20
I do not need improved pedestrian access.	3.9%	6

#	WINERIES/ AGRI-TOURISM ESTABLISHMENTS. PLEASE LIST LOCATION.	DATE
1	Adams Rd	9/13/2022 7:47 PM
2	Clover Hills, Vyncrest	9/12/2022 11:31 PM
3	Vyncrest, Clover Hill, Grim's	9/7/2022 8:25 PM
4	Would love to bike to Clover Hill. But it's virtually impossible to get there safely by bike from areas east of rt 100.	8/12/2022 4:17 PM
5	Clover Hill, Vyncrest wineries	8/4/2022 2:53 PM
6	Clover hill	8/4/2022 1:00 PM
7	Clover Hill	8/4/2022 11:09 AM
8	Vyncrest	6/24/2022 9:43 PM
9	local wineries/breweries along country roads- Blue mt, etc	6/1/2022 12:25 PM
10	walking and bicycle access	5/12/2022 7:04 PM
11	vyncrest and clover hill	5/11/2022 9:14 AM
12	Grim's orchard, premise maid, historical sites	5/10/2022 10:02 PM
13	Schantz Rd would benefit from a widened shoulder or bike lane.	4/29/2022 9:23 PM
14	Vyncreast	4/12/2022 5:27 PM
15	Rising River Brewery	4/5/2022 5:10 PM
16	Trexlertown Farmers Market/Velodrome	4/4/2022 7:50 PM
17	Stony Run, Cover Hill, Vyncrest	3/30/2022 11:02 AM
18	connect wineries to walk or bike	3/24/2022 7:30 PM
19	A biking trail connecting the wineries in the township	3/22/2022 1:52 PM
20	Clover Hill, Vyncrest	3/20/2022 7:52 PM
#	WAREHOUSE DISTRICT (I.E. AMAZON FULFILLMENT CENTERS). PLEASE LIST	DATE

Upper Macungie Township Trail Connectivity & Walkability Plan

	LOCATION.	
1	Nestle Way	9/13/2022 7:47 PM
2	Access to the Amazon and home depot fulfillment centers as well as within the industrial park. Also to /from Nestle's	8/12/2022 4:17 PM
3	Industrial Blvd / Morris court businesses	8/10/2022 9:15 AM
4	Prologis industrial parks off Rte 100	8/7/2022 6:03 PM
5	Nice to have a bridge to cross over the busy bypass	8/5/2022 9:51 AM
6	Amazon	8/4/2022 1:00 PM
7	Wish to have an overpass on 222 and shanty so kids didn't have to cross a highway on bikes to get to the Velodrome area	8/4/2022 12:01 PM
8	Too many warehouses and workers driving crazy to get to work	8/4/2022 11:09 AM
9	Yes!	7/14/2022 9:03 AM
10	Near Valley West estates Neighborhood	6/24/2022 9:43 PM
11	Bicycle access need to warehouse district. It's located in a central area within the township andso provides pivotal connectivity.	5/31/2022 6:55 PM
12	Warehouse areas on Grim Rd from 222 to Schantz Rd. Nestle Way, Industrial Way and Boulder Dr and Schantz Rd	5/19/2022 1:54 PM
13	Na	5/11/2022 3:19 PM
14	walking/biking paths around all warehouses - should be a staple in their building to include paths for pedestrians - also, the huge blue warehouse on Oldt Road is a GREAT location for a path	5/11/2022 9:14 AM
15	All of them	5/10/2022 6:59 PM
16	All warehouse districts	5/10/2022 6:35 PM
17	there are no walking areas on clause/park ln/hickory/snowdrift etc.	4/28/2022 2:21 PM
18	Ambassador Rd Area	4/27/2022 1:13 PM
19	A walking/biking bridge to cross over the Bypass near Jaindl elementary. We live in highgate and it would be nice to be able to walk there but we cannot cross the bypass with children	4/22/2022 2:32 PM
20	More sidewalks	4/8/2022 5:37 PM
21	LOTS OF SAFE AREA TO WALK OR RIDE	4/5/2022 5:34 PM
22	Boulder drive	4/5/2022 5:10 PM
23	Eagle Point Farm Market	4/4/2022 7:50 PM
24	have side walks to walk to get to parks	3/24/2022 7:30 PM
25	Uline	3/20/2022 7:52 PM
#	RETAIL ESTABLISHMENTS BY LOCATION (I.E. TREXLERTOWN PLAZA). PLEASE LIST LOCATION.	DATE
1	Target/Costco	9/13/2022 7:17 PM
2	Trexlertown Plaza, Trexler Mall	9/12/2022 11:31 PM
3	Hamilton Crossings, Tilghman Square, Route 100 corridor, Hamilton Boulevard, Tilghman Street west of Turnpike entrance, Broadway	9/7/2022 8:25 PM
4	Lamar centr	9/5/2022 5:30 PM
5	Trexlertown Plaza	9/1/2022 8:59 PM
6	Fogelseville to Church street from the East	8/12/2022 4:17 PM

Upper Macungie Township Trail Connectivity & Walkability Plan

7	Sunset Grille	8/10/2022 9:15 AM
8	Pedestrian and bicycle	8/4/2022 9:47 PM
9	Center city Allentown	8/4/2022 2:53 PM
10	Trexlerstown shopping centers; Hamilton Blvd; Trexlerstown Road	8/4/2022 1:04 PM
11	Trexlerstown	8/4/2022 1:00 PM
12	Trexlerstown plaza , knocks Rd shopping area	8/4/2022 11:09 AM
13	Sheetz - the same applies. If there were sidewalks all along the Cetronia/Grim road area it would make it more accessible for people living and working there	8/4/2022 10:57 AM
14	Trexlerstown area, Hamilton crossings access to cetronia road	7/14/2022 9:03 AM
15	Weis shopping center by route 100	7/11/2022 6:16 AM
16	Weis, Grange Park, Lone Lane Park, Whole Foods / Costco	6/24/2022 7:00 PM
17	Area between Hamilton crossing and 222 towards Hyatt near Air Products and connect to Uline	5/31/2022 10:51 PM
18	Access from west of 100 to shopping in Trexlerstown.	5/31/2022 8:31 PM
19	Hamilton Crossing; Panara shopping center; Tilghman square shopping area	5/31/2022 6:55 PM
20	Hamilton Crossings	5/30/2022 8:20 PM
21	Hamilton crossing	5/30/2022 6:36 PM
22	Trexlerstown Plaza, Krock's Plaza, Velodrome	5/23/2022 11:21 AM
23	Trexlerstown/Walmart retail area	5/19/2022 6:58 PM
24	Trexlerstown plaza to Goddard School on Hamilton Blvd. Trexlerstown Rd	5/19/2022 1:54 PM
25	walking and bicycle access	5/12/2022 7:04 PM
26	Weis plaza at Lehigh hills	5/11/2022 7:38 PM
27	Weis shopping center at Glenlivet & 100	5/11/2022 5:09 PM
28	Hamilton Crossings	5/11/2022 4:33 PM
29	Glenlivet Shopping and Health Area	5/11/2022 3:30 PM
30	Lehigh hills/Trexlerstown plaza	5/11/2022 3:19 PM
31	Mill creek plaza	5/11/2022 3:00 PM
32	Applewood Neighborhood to Weis Shopping Center	5/11/2022 2:38 PM
33	old air products can be connected along hamilton to krock's retail	5/11/2022 9:14 AM
34	Tilghman Square	5/10/2022 10:02 PM
35	Walmart shopping Center and Hamilton Crossings	5/10/2022 8:40 PM
36	Shopee at Hamilton, trexlerstown plaza	5/10/2022 6:59 PM
37	Hamilton crossings, Trexlerstown plaza, Wawa rt 100	5/10/2022 6:35 PM
38	Hamilton Crossings, Blue Barn & Tilghman St.	5/6/2022 9:22 PM
39	Better trail/sidewalk connectivity. U-Line trail is great, but dead-ends away from intersection of Hamilton and Lower Macungie Rd. Trail should continue thru old Air Products property along Hamilton. Northern side should be extended to Grange Park to pick up greater residential use.	4/29/2022 9:23 PM
40	sidewalks or somewhere it is more comfortable biking or walking with small children to Rita's on Tilghman or even walking/biking on roads outside of ricky ridge park (clouser, hickory, snowdrift, park lane)	4/28/2022 2:21 PM
41	Trexlerstown a d trexlerstown plaza	4/27/2022 8:43 PM

Upper Macungie Township Trail Connectivity & Walkability Plan

42	Hamilton Crossing, Tilghman Square	4/27/2022 1:09 PM
43	Weis shopping center	4/27/2022 12:16 PM
44	Hamilton Crossings- to get there from Upper Macungie	4/27/2022 12:08 PM
45	Walmart Shopping Center, Hamilton Crossings	4/26/2022 8:11 AM
46	Hamilton Blvd.	4/23/2022 4:06 PM
47	Walmart	4/22/2022 10:54 AM
48	Trexlertown Plaza	4/22/2022 7:35 AM
49	Tilghman Square	4/21/2022 8:36 PM
50	Shopping and groceries	4/21/2022 2:49 PM
51	Hamilton Crossings, Trex Plaza	4/21/2022 9:21 AM
52	Trexlertown plaza, Hamilton Crossing	4/21/2022 7:14 AM
53	Giant in Trexlertown	4/21/2022 7:13 AM
54	Hamilton crossings	4/21/2022 7:01 AM
55	From parkland fields to Hamilton crossings	4/21/2022 6:42 AM
56	Hamilton Crossings, Trexlertown Plaza	4/12/2022 5:27 PM
57	Trexlertown shopping centers	4/12/2022 11:58 AM
58	Love to see more sidewalks on schantz road, I'd walk Steel Fitness/Staples on Tighlman if more sidewalks. I'd bike if there was a bike lane.	4/10/2022 1:56 PM
59	GO TO ONE OF ARE NICE PARKS	4/5/2022 5:34 PM
60	Weis plaza, east along Tilghmann into S. Whitehall	4/5/2022 9:09 AM
61	Whole Foods, Aldi, Hobby Lobby	4/4/2022 7:50 PM
62	Tilghman street square mall,	4/4/2022 4:50 PM
63	Church Lane bridge should have a bicycle/pedestrian lane linking retail/commercial area to Trexlertown	4/2/2022 10:08 AM
64	There should be sidewalks/bike trails to Hamilton Crossings especially from the side of Schanz Rd neighborhood developments.	4/1/2022 6:05 PM
65	Hamilton Crossings, Lehigh Hills Shopping Center	3/28/2022 11:39 AM
66	be able to walk safely between areas	3/24/2022 7:30 PM
67	Trexlertown plaza from breinigsville	3/22/2022 1:52 PM
68	Hamilton Crossing, Lower Macungie; Trexler Mall, Trexlertown; Trexlertown Plaza, Trexlertown; West Valley Market Place, Trexlertown; Hamilton Animal Clinic, Route 222 Trexlertown, Tilghman Square, Allentown; Aldi's on Mill Creek and Route 222; Panera Bread/Walgreens on Mill Creek and Hamilton Blvd.;	3/21/2022 2:41 PM
69	Hamilton Crossing	3/20/2022 7:52 PM
#	RESIDENTIAL NEIGHBORHOODS. (I.E. GREEN HILLS, HOPEWELL WOODS). PLEASE LIST LOCATION.	DATE
1	Church St, Fogelsville,	9/13/2022 7:47 PM
2	Krocks Rd	9/13/2022 7:17 PM
3	Heatherfield	9/12/2022 11:31 PM
4	Hamilton Crossings, Tilghman Square, Route 100 area	9/7/2022 8:25 PM
5	Applewood	9/5/2022 5:30 PM

Upper Macungie Township Trail Connectivity & Walkability Plan

6	Applewood	9/1/2022 8:59 PM
7	Area East of Rt 100, south of tighlman, North of Rt 100 and West of the boundry with south whitehall Tshnp. Also any and all links to the Velodrome	8/12/2022 4:17 PM
8	Getting from neighborhoods to Tilghman	8/10/2022 9:15 AM
9	Pedestrian and bicycle	8/4/2022 9:47 PM
10	Highgate Community	8/4/2022 4:27 PM
11	Cetronia Road	8/4/2022 1:04 PM
12	Highgate	8/4/2022 1:00 PM
13	Highgate	8/4/2022 11:20 AM
14	Highgate - we live so close to Jaindl elementary as well as Rodale Park, but no way to get to those places safely with children because of lack of sidewalks leading to and across the 222 bypass.	8/4/2022 10:57 AM
15	hilltop road	7/31/2022 11:32 AM
16	Kuhnsville along Blue Barn	7/30/2022 3:16 PM
17	Our neighborhood in Breinigsville is already excellent	7/14/2022 9:03 AM
18	Pointe west	7/11/2022 6:16 AM
19	Green Hills / Ricky Ridge Park to the Weis off of Rt. 100 and Fogelsville Via Hilltop or Overlook-Ambassador-Walker Way	6/24/2022 7:00 PM
20	Bike paths would be helpful in all developments	6/24/2022 11:16 AM
21	Breinigsville area around park	6/7/2022 6:01 PM
22	Applewood	6/3/2022 12:39 PM
23	Green Hills area, snowdrift road area	6/1/2022 12:25 PM
24	Direct access from existing sidewalks to Grange and Lone Lane parks. From all directions. Access to walking trail around Uline.	5/31/2022 6:55 PM
25	Windermere	5/30/2022 2:38 PM
26	From neighborhoods in UMT (Whispering Farms) to parks	5/23/2022 11:21 AM
27	Grange Road/Lone Lane area	5/19/2022 6:58 PM
28	Helen Drive and Lone Lane Park area	5/17/2022 11:36 AM
29	Green hills and nearby residential to retail	5/14/2022 10:44 PM
30	Lone lane park and bastion access. I am terrified to walk my kids to the park from our house on maple circle. There are no cross walks to an appropriate place to walk safely to lone lane. Along blue barn road there are several wooded paths that branch off from two neighborhoods to the right prior yo the fire station. There are no crosswalks or paths and when the grass grows very high by the firehouse it makes visualizing the road impossible.	5/13/2022 7:08 PM
31	walking and bicycle access	5/12/2022 7:04 PM
32	Applewood	5/11/2022 10:40 PM
33	Access from Green Hills to shopping areas	5/11/2022 8:26 PM
34	Applewood	5/11/2022 7:38 PM
35	Brandywine Circle	5/11/2022 6:24 PM
36	Reopen Mulberry Lane. It's a great walking area!	5/11/2022 5:57 PM
37	Applewood	5/11/2022 5:09 PM
38	Green hills, Olde Towne	5/11/2022 4:33 PM

Upper Macungie Township Trail Connectivity & Walkability Plan

39	Rt 100, applewood, mohr ln, hilltop rd	5/11/2022 3:19 PM
40	Applewood Community	5/11/2022 3:00 PM
41	Walking to Lone Lane Park from Oakland Park Neighborhood,	5/11/2022 2:27 PM
42	Trexlertown	5/11/2022 2:08 PM
43	Oakland park and Lone Lane park areas	5/11/2022 12:52 PM
44	would love to see something in valley west and the wineries and the schools	5/11/2022 9:14 AM
45	Mill road/hilltop	5/11/2022 5:51 AM
46	Oakland Park	5/10/2022 10:02 PM
47	Lone Lane area	5/10/2022 8:40 PM
48	Trexler Field	5/10/2022 8:33 PM
49	Schantz rRd, winterberry place, sunset drive, royal fern, snow drift, lone lane, grange	5/10/2022 6:59 PM
50	Lone Lane, grange road, schantz rd, rt 100	5/10/2022 6:35 PM
51	Blue Barn Rd near Barn Swallow & Bastian Lane	5/10/2022 6:21 PM
52	Green Hills- Chapman / Ruppsville Road from 309 to Hamilton St.	5/6/2022 9:22 PM
53	Oakland park section up from Lone Lane	5/1/2022 11:00 PM
54	Additional electronic speed signs on Schaefer Run Rd. Crosswalk paint at major intersections. Sidewalk underneath PPL transmission line. Paved trail connecting Schaefer Run Rd to Wentz Rd.	4/29/2022 9:23 PM
55	Shantz rd from Cetronia rd to Ruppsville rd	4/28/2022 10:04 PM
56	Green Hills	4/28/2022 2:21 PM
57	Coldwater crossing and breinigsville, very few bikevlanes	4/27/2022 8:43 PM
58	Hickory Rd, Snowdrift Rd, Ambassador Rd, Clauser Rd	4/27/2022 1:13 PM
59	Parkland Fields	4/27/2022 1:09 PM
60	Pointe West	4/27/2022 12:16 PM
61	Lone Lane	4/27/2022 12:08 PM
62	sidewalk access between Lone Lane Park and Blue Barn Park	4/26/2022 8:11 AM
63	Fogelsville and surrounding developments	4/24/2022 8:05 PM
64	Applewood	4/24/2022 4:44 PM
65	Lone Lane - access to park; Grange Road - access to park	4/24/2022 4:30 PM
66	Tilghman and Ruppsville corner and around the residential area to lone Lane park	4/24/2022 2:43 PM
67	fogelsville	4/24/2022 11:15 AM
68	Green hills	4/24/2022 9:30 AM
69	Fogelsville	4/23/2022 11:07 PM
70	Schaefer run road	4/22/2022 10:13 PM
71	Pointe West- Hilltop and Mill rd area	4/22/2022 1:28 PM
72	It would be great to have a sidewalk along Lone Lane from Cetronia Rd to Daniel Street. My kids travel on bike and also run this route and it is very unsafe. They run or walk in the grass but on their bicycles it's very unsafe. I also like to walk with my dog from Palomino over to Grange or Lone Lane Park and it is very unsafe in that area. It's just that little connection that is needed.	4/22/2022 11:35 AM
73	Tilghman St in Iron run area	4/22/2022 11:27 AM

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74	Oakland park and surrounding areas	4/22/2022 10:58 AM
75	Werley Road between Tilghman and Cetronia; Cetronia Road between Tilghman and Werley Road; Shantz Road between Cetronia Road and Lone Lane	4/21/2022 8:36 PM
76	Lone Lane	4/21/2022 3:58 PM
77	Coldwater Crossing	4/21/2022 3:42 PM
78	Friends houses	4/21/2022 2:49 PM
79	Point West (east of Route 100)	4/21/2022 12:54 PM
80	Green hills	4/21/2022 10:30 AM
81	Entrance to Grange Park (crossing the road on foot) is extremely dangerous. Cars do not yield for pedestrians.	4/21/2022 8:11 AM
82	Treetop estates	4/21/2022 7:01 AM
83	applewood out to mohr lane	4/20/2022 10:23 AM
84	Trexler Fields	4/12/2022 7:40 PM
85	Any added bicycle lanes are a plus to the community	4/11/2022 11:19 PM
86	More side walks in Green Hills; bike lane on Chapmans Road	4/8/2022 5:37 PM
87	Green Hills	4/7/2022 1:30 PM
88	GO TO A PARK	4/5/2022 5:34 PM
89	Blue Barn rd	4/5/2022 5:10 PM
90	Green Hills - need a walking path to Islamic Education Center of Pennsylvania	4/5/2022 12:48 PM
91	Green Hills to/from surrounding commercial areas	4/5/2022 9:09 AM
92	Kuhnsville	4/5/2022 7:58 AM
93	Connect KBGH and other developments with commercial districts with trails and paths.	4/4/2022 9:48 PM
94	Cameo Woods	4/4/2022 7:50 PM
95	Hidden Meadows	4/4/2022 4:50 PM
96	Hopewell Farms South	4/4/2022 3:32 PM
97	Autumn Park, Rodale Bike Park/Velodrom, Cetronia Road, Jaindl Elementary	4/1/2022 6:44 PM
98	Holiday Hills development- Robert Drive - many -speeding through. I don't feel comfortable walking here because there's no sidewalks here.	4/1/2022 6:05 PM
99	Crossing s chants road to enter Lone Lane Park from Cottonwood Road, Bastian Lane and Balsam Road.	4/1/2022 5:06 PM
100	Coldwater Crossing, Whispering Hills, Trexler Fields	4/1/2022 4:40 PM
101	Along Ziegels Church Rd. It was recently very poorly re-lined, making driving within the space allotted impossible in some spots. It would be incredibly dangerous for anyone to walk along that road how it is now.	3/30/2022 3:45 PM
102	Gateway Pines - Cormorant Drive	3/30/2022 11:02 AM
103	Laurel Field, Hidden Meadows, Woodmont Ridge	3/28/2022 11:39 AM
104	Hopewell Farms South off of Cetronia Road	3/21/2022 2:41 PM
105	Hopewell Farms South	3/20/2022 7:52 PM
#	OTHER LOCATIONS.	DATE
1	Lone Lane Park, Rodale Park	9/12/2022 11:31 PM
2	Mohr	9/1/2022 8:59 PM

Upper Macungie Township Trail Connectivity & Walkability Plan

3	Any and all links to parks.	8/12/2022 4:17 PM
4	Around the LV Velodrome	8/7/2022 6:03 PM
5	Walking trails in our parks, specifically Grange park. Separated from the roadway and parking lots	7/20/2022 4:36 AM
6	Grange Road, Cetronia	6/29/2022 11:37 AM
7	Lone Lane park - entrance on Schantz Rd from Windmere Ave. Sidewalk needs better connectivity with the park.	5/31/2022 11:34 PM
8	Breinigsville Park area, i'm encouraged by the plans of the new park being built, that will definitely improve the area as well as the walk-ability/ride-ability of that area.	5/23/2022 11:03 AM
9	Rodale Park to Trexlertown	5/19/2022 6:58 PM
10	222 in the area of Breinigsville Park it would be great to have a pedestrian tunnel under 222 to allow access from neighborhoods on each side of 222. Cetronia Rd from 222 to Grange Rd and Grange Park	5/19/2022 1:54 PM
11	Grange Park	5/15/2022 10:15 PM
12	Shantz road memorial road	5/14/2022 10:44 PM
13	applewood HOA walking and bicycle access	5/12/2022 7:04 PM
14	Need to be able to cross the street at the intersection of route 100 and More Lnre	5/11/2022 7:38 PM
15	General walking from one neighborhood to another. We live on Bastian Lane. I feel safe walking in Oakland Park, but hesitate to leave our neighborhood. I take my grandchildren to Timbertown by car.	5/11/2022 2:27 PM
16	Parks	5/10/2022 10:02 PM
17	The entire township is unsafe for pedestrians	5/10/2022 6:59 PM
18	Blue barn road	4/28/2022 10:04 PM
19	All of the above and everywhere	4/28/2022 6:34 PM
20	Lone Lane Park, Grange Park	4/27/2022 1:09 PM
21	Sunset grill	4/27/2022 12:12 PM
22	Memorial Road & Blue Barn Road area	4/22/2022 7:56 PM
23	Memorial Road an Blue Barn up to Schantz Road. Maybe out to Ruppsville road down to Grange Park.	4/21/2022 5:38 PM
24	Would like to connect neighborhoods and connect to Rodale/Velodrome from Coldwater	4/21/2022 3:42 PM
25	It would be great if the path connected at Lone Lane Park. As it is currently you walk the path and it ends right by the woods. The terrain through the woods is difficult for someone with any kind of issue with walking. If you elect to walk by the playground you end up walking through the parking lot, which is not the safest option.	4/21/2022 1:30 PM
26	Connect residential areas with parks such as Rt 100 park, Hassan Creek Nature Trail, Grange and Lone Lane Parks with Safe connectors	4/21/2022 12:54 PM
27	Grange Park cross walk on Grange Road needs flashing lights or something to stop traffic.	4/21/2022 7:58 AM
28	Hamilton Blvd (largely inaccessible for non motor vehicle transit)	4/12/2022 5:27 PM
29	I enjoy biking, and would like to be able to get from north of I-78 to the south of it.	4/12/2022 11:58 AM
30	More sidewalks from Grange to Trexlertown. From Grange Park to meet up with sidewalks around Uline and Air Products. You have to run on the road to get to them and they are narrow streets.	4/10/2022 1:56 PM
31	Grange park: make TWO pedestrian lanes. Also, it would help if someone paid attention to homeowners who have uneven sidewalks, dont shovel, block the public sidewalk, etc. That is just as bad as not having trails and paths.	4/9/2022 9:49 PM

Upper Macungie Township Trail Connectivity & Walkability Plan

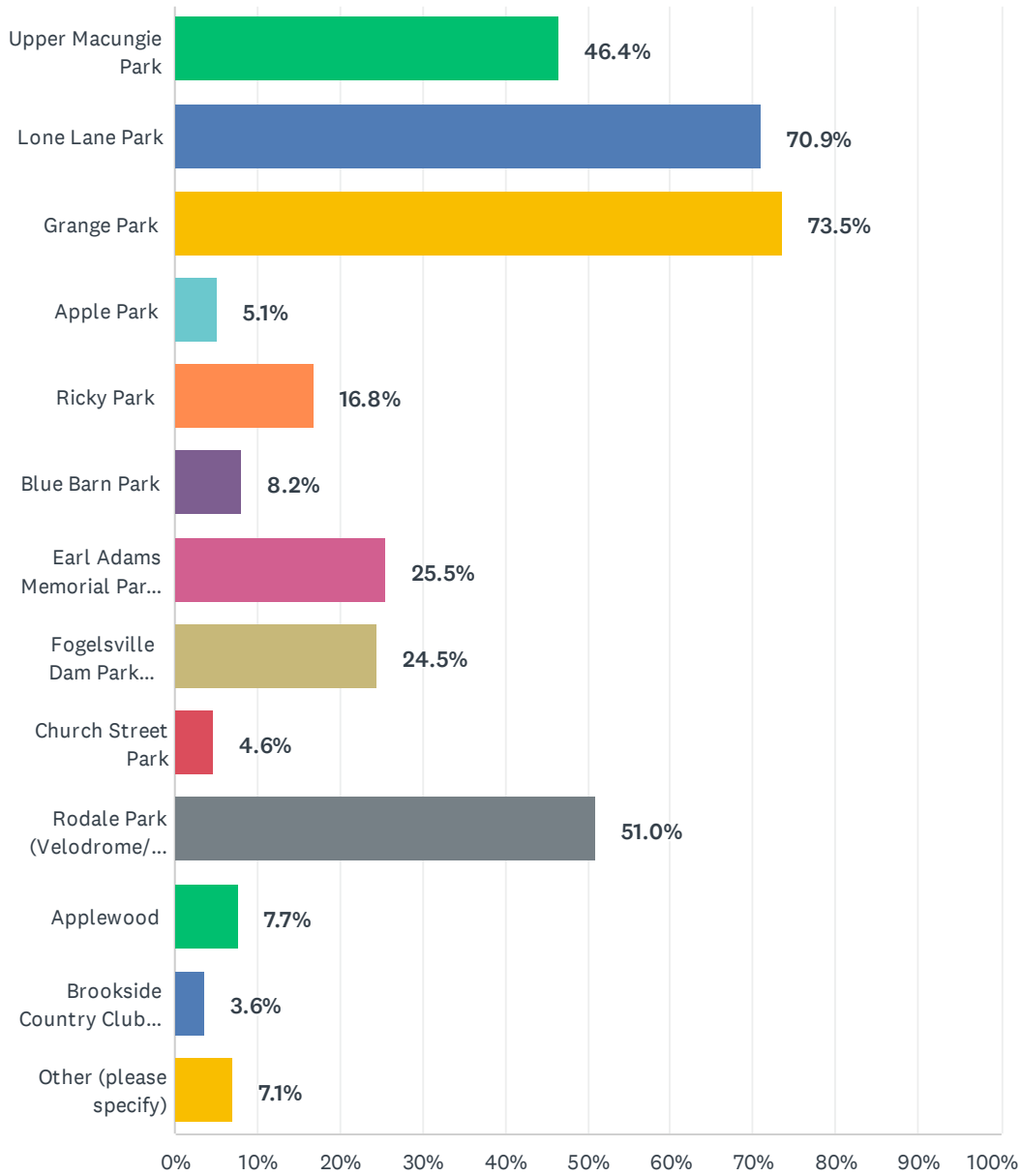
32	Velodrome, Trexler Nature Preserve	4/7/2022 1:30 PM
33	Link township parks together, link toward Jordan Creek Greenway	4/5/2022 9:09 AM
34	Safe crossing from Kraft Drive across Lone Lane to Lone Lane Park	4/4/2022 7:50 PM
35	Schantz road / tilghman st to Werley road connection	4/4/2022 4:50 PM
36	Would like biking trails connecting the existing UMT parks.	4/4/2022 3:32 PM
37	A safe pedestrian and bicycle crossing at 222 and Trexlertown Rad linking Fire Company, Velodrome and Rodale Park with Trexlertown	4/2/2022 10:08 AM
38	The merge from 222 to N. Krocks especially once those apartments and possible retail will be built. Traffic is worsening and backing up as it is.	4/1/2022 6:05 PM
39	Expand areas surrounding existing parks	3/30/2022 11:02 AM
40	A biking / hiking trail connecting the parks in UMT	3/22/2022 1:52 PM
41	Lone Lane Park and Grange Park	3/21/2022 2:41 PM
#	I DO NOT NEED IMPROVED PEDESTRIAN ACCESS.	DATE
1	X	8/4/2022 11:52 AM
2	X	8/4/2022 11:11 AM
3	I made sure I bot in an area where there is walking trails...you have way to many trucks in Upper Macungie to walk out side my living area	4/22/2022 5:49 PM
4	Do need or want better access from Green Hills to any strip malls, plazas etc. There is already enough crime in this area.	4/21/2022 1:37 PM
5	No improved pedestrian access needed	4/21/2022 6:42 AM
6	CORRECT-- NOT NEEDED-- Township years ago I told them buy farm land and preserve instead of letting FRED JANDEL wreck this township the way he did with warehouses and trucks	4/5/2022 5:34 PM
#	BUSINESS/ OFFICE PARKS (I.E. ULINE, AIR PRODUCTS). PLEASE LIST LOCATION.	DATE
1	Air Proucts	9/12/2022 11:31 PM
2	Uline, Air Products -- old and new, Schantz and Grange area. Grange Park entrance road, Krocks Road from Cetronia to 222 Bypass	9/7/2022 8:25 PM
3	Air products to Hamilton crossings!	7/14/2022 9:03 AM
4	Cetronia Road	7/2/2022 1:56 PM
5	former Air Products location and new building	6/10/2022 3:25 PM
6	U line walking path. Air Products new location from other side of Rt 222 bypass	5/31/2022 6:55 PM
7	Uline	5/30/2022 6:36 PM
8	Cetronia Rd along the Air Products property	5/19/2022 1:54 PM
9	Cetronia Road toward the Rodale Fitness Park	5/17/2022 11:36 AM
10	walking and bicycle access	5/12/2022 7:04 PM
11	Air products	5/11/2022 3:19 PM
12	path connecting old air products to veledrome, other areas around	5/11/2022 9:14 AM
13	Both examples given	5/10/2022 10:02 PM
14	All	5/10/2022 6:59 PM
15	locations off of hickory lane	4/28/2022 2:21 PM
16	Air products fields and access to walking trail completely shut down now	4/27/2022 8:43 PM

Upper Macungie Township Trail Connectivity & Walkability Plan

17	Route 100 & Tilghman St intersection, Glenlivet & rt 100	4/22/2022 11:27 AM
18	Apci Uline	4/22/2022 11:18 AM
19	Evonik	4/22/2022 10:54 AM
20	Add bike lanes and widen shoulders from residential areas to business areas such as Mill Creek Road.	4/4/2022 9:48 PM
21	Uline	4/4/2022 7:50 PM
22	Uline/Air Products	3/30/2022 11:02 AM
23	A walking path along Cetronia Road to connect to the existing walking paths at Uline and former Air Products facility, Trexlertown	3/21/2022 2:41 PM
24	Air Products, Uline	3/20/2022 7:52 PM

Q12 Which trails, parks, natural areas, or open spaces areas do you currently visit? (Please check all that apply)

Answered: 196 Skipped: 32

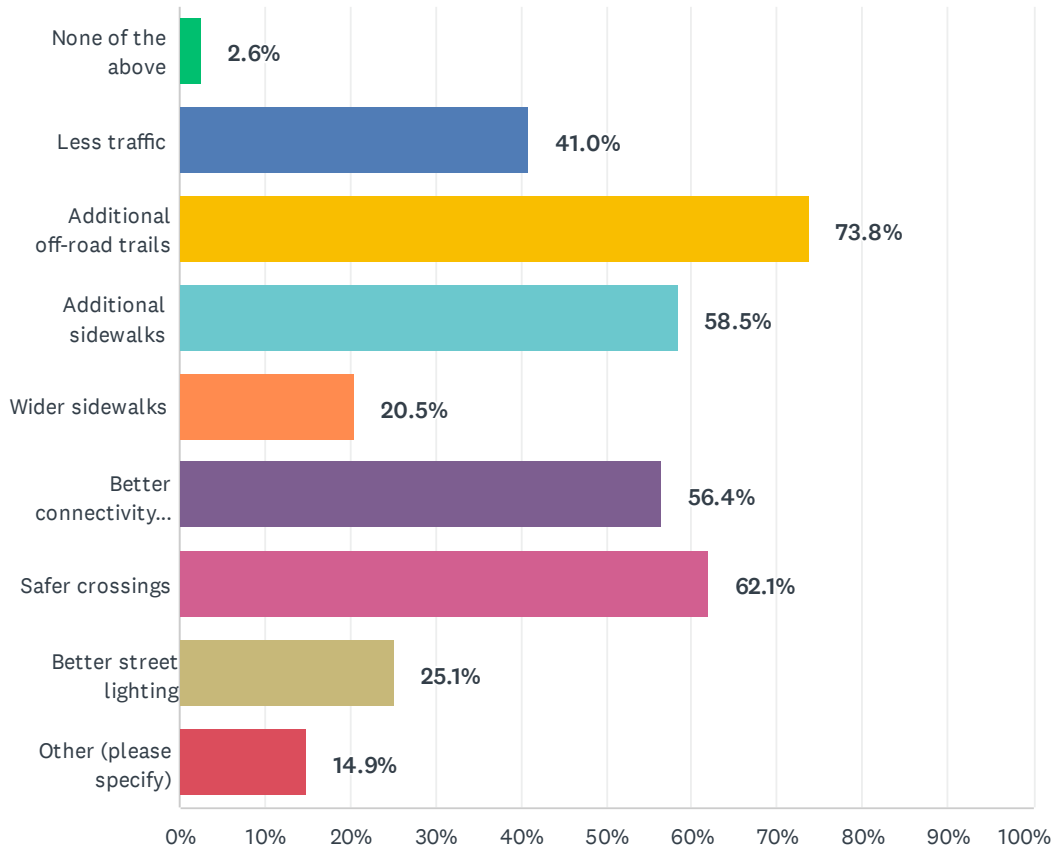


Upper Macungie Township Trail Connectivity & Walkability Plan

ANSWER CHOICES	RESPONSES	
Upper Macungie Park	46.4%	91
Lone Lane Park	70.9%	139
Grange Park	73.5%	144
Apple Park	5.1%	10
Ricky Park	16.8%	33
Blue Barn Park	8.2%	16
Earl Adams Memorial Park (Breinigsville Park)	25.5%	50
Fogelsville Dam Park (Hassen Creek Trail)	24.5%	48
Church Street Park	4.6%	9
Rodale Park (Velodrome/ Cycling & Fitness Park)	51.0%	100
Applewood	7.7%	15
Brookside Country Club (located in Lower Macungie)	3.6%	7
Other (please specify)	7.1%	14
Total Respondents: 196		

Q13 What would encourage you to walk more? Select all that apply.

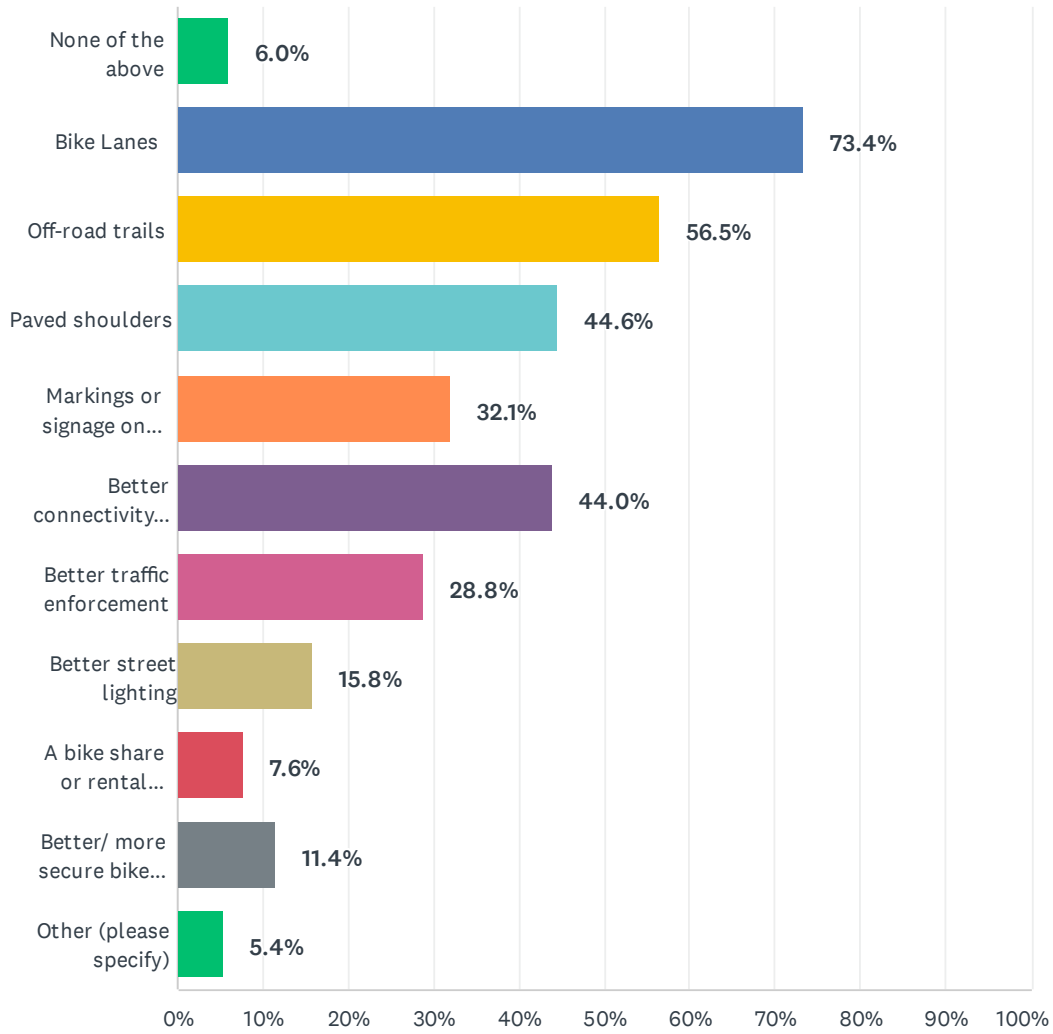
Answered: 195 Skipped: 33



ANSWER CHOICES	RESPONSES	
None of the above	2.6%	5
Less traffic	41.0%	80
Additional off-road trails	73.8%	144
Additional sidewalks	58.5%	114
Wider sidewalks	20.5%	40
Better connectivity between sidewalks	56.4%	110
Safer crossings	62.1%	121
Better street lighting	25.1%	49
Other (please specify)	14.9%	29
Total Respondents: 195		

Q14 What would encourage you to bike more? Select all that apply.

Answered: 184 Skipped: 44

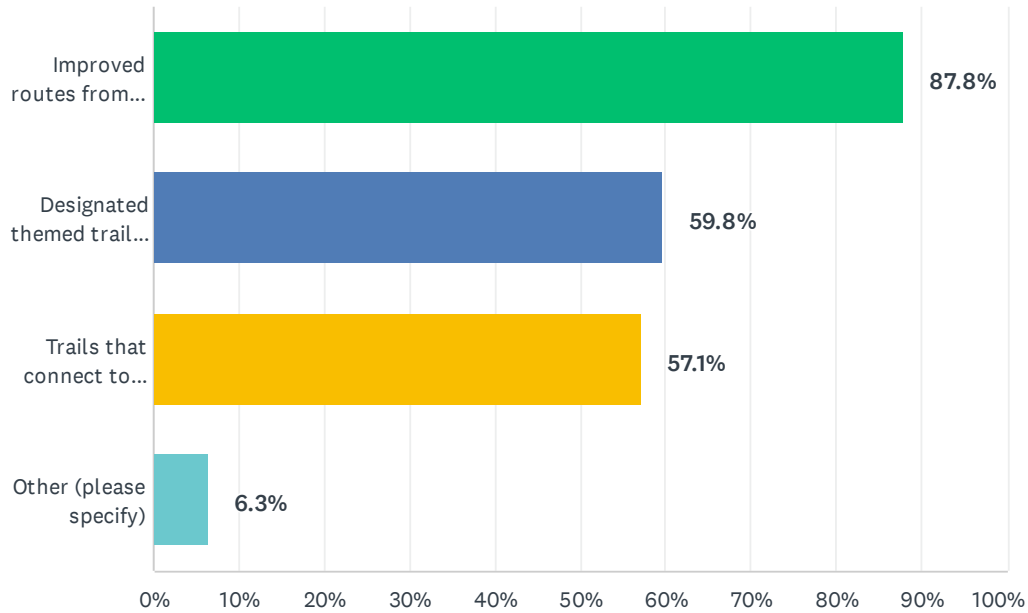


Upper Macungie Township Trail Connectivity & Walkability Plan

ANSWER CHOICES	RESPONSES	
None of the above	6.0%	11
Bike Lanes	73.4%	135
Off-road trails	56.5%	104
Paved shoulders	44.6%	82
Markings or signage on roads	32.1%	59
Better connectivity between bike facilities	44.0%	81
Better traffic enforcement	28.8%	53
Better street lighting	15.8%	29
A bike share or rental program	7.6%	14
Better/ more secure bike parking	11.4%	21
Other (please specify)	5.4%	10
Total Respondents: 184		

Q15 Which types of connectivity facilities would you like to see in Upper Macungie Township? Select all that apply.

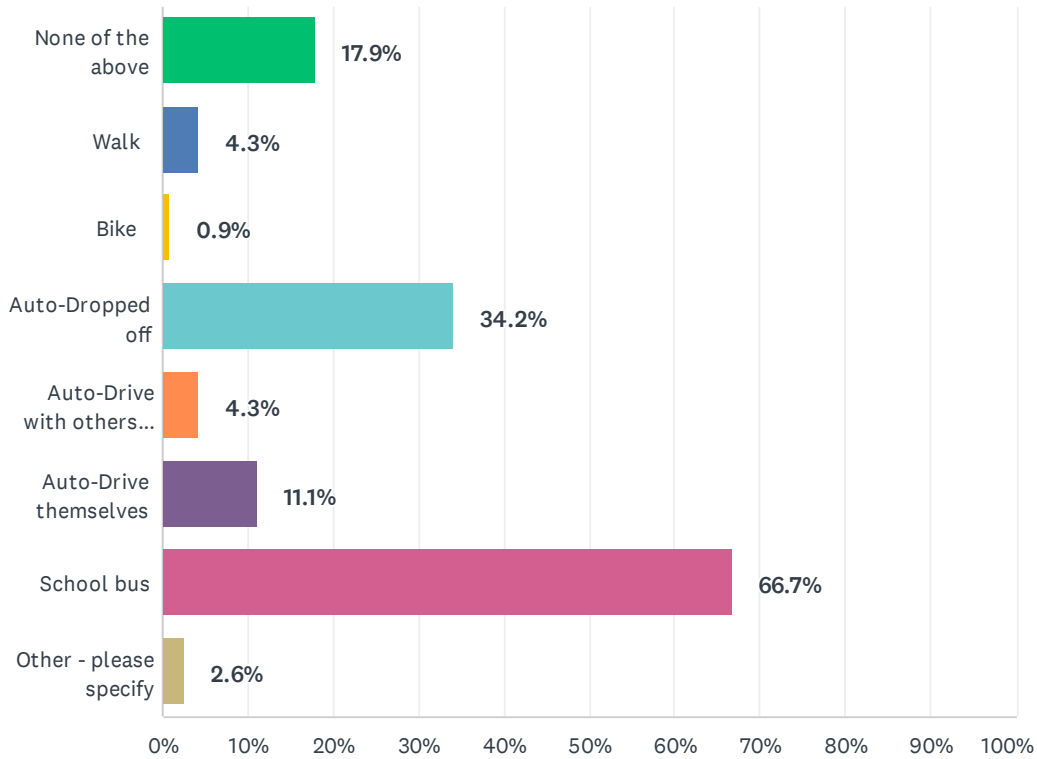
Answered: 189 Skipped: 39



ANSWER CHOICES	RESPONSES	
Improved routes from neighborhoods to parks or retail areas.	87.8%	166
Designated themed trails & loops: i.e 'Retail Loop', 'Winery Loop'	59.8%	113
Trails that connect to destinations beyond Upper Macungie Township	57.1%	108
Other (please specify)	6.3%	12
Total Respondents: 189		

Q16 If you have school-age children, what modes of transportation do they use to get to/from school? Select all that apply.

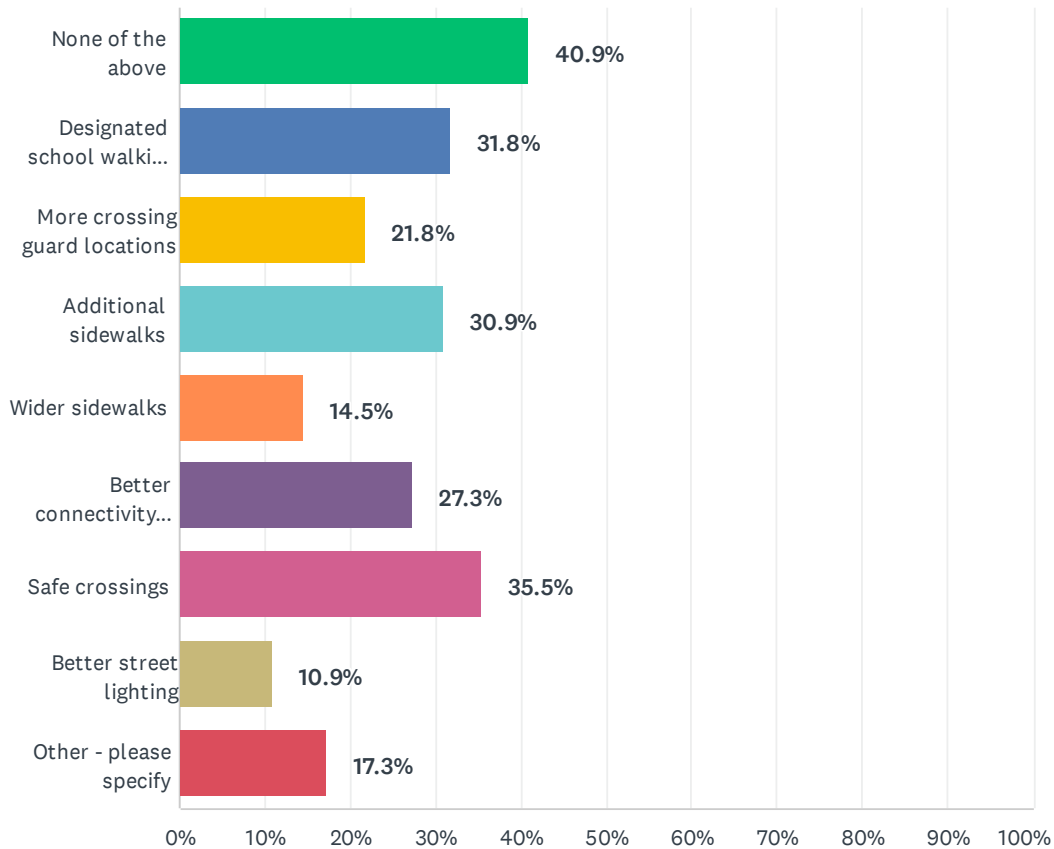
Answered: 117 Skipped: 111



ANSWER CHOICES	RESPONSES	
None of the above	17.9%	21
Walk	4.3%	5
Bike	0.9%	1
Auto-Dropped off	34.2%	40
Auto-Drive with others (carpool)	4.3%	5
Auto-Drive themselves	11.1%	13
School bus	66.7%	78
Other - please specify	2.6%	3
Total Respondents: 117		

Q17 If your child/children do not walk or bike to/from school, which physical changes would need to be made for this to occur? Select all that apply.

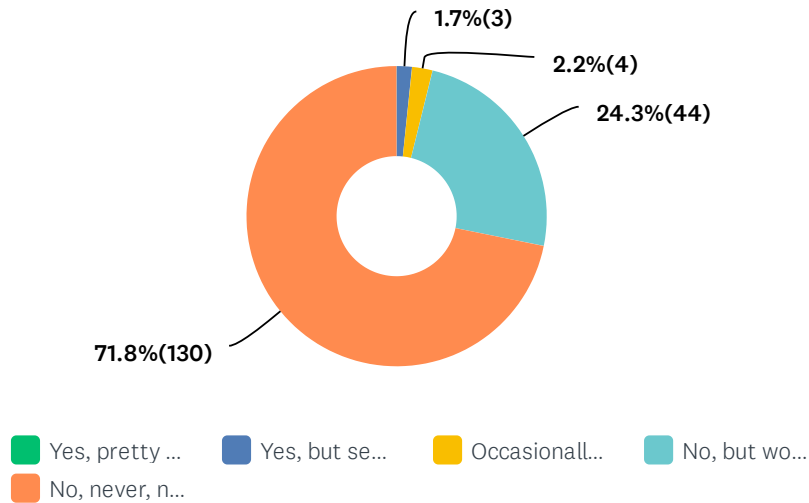
Answered: 110 Skipped: 118



ANSWER CHOICES	RESPONSES	
None of the above	40.9%	45
Designated school walking routes	31.8%	35
More crossing guard locations	21.8%	24
Additional sidewalks	30.9%	34
Wider sidewalks	14.5%	16
Better connectivity between sidewalks	27.3%	30
Safe crossings	35.5%	39
Better street lighting	10.9%	12
Other - please specify	17.3%	19
Total Respondents: 110		

Q18 Do you presently commute to work by bicycle?

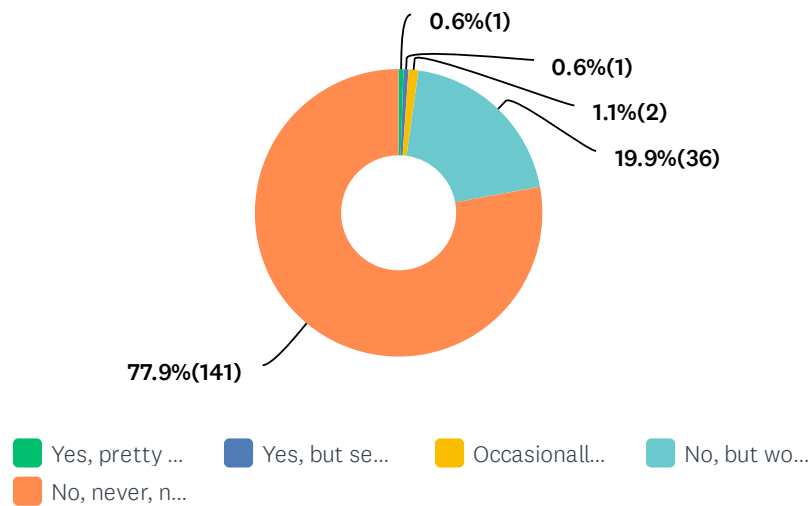
Answered: 181 Skipped: 47



ANSWER CHOICES	RESPONSES	
Yes, pretty much year round	0.0%	0
Yes, but seasonal or in fair weather	1.7%	3
Occasionally, but I don't consider myself a 'commuter'	2.2%	4
No, but would be interested	24.3%	44
No, never, not going to happen	71.8%	130
TOTAL		181

Q19 Do you presently commute to work on foot?

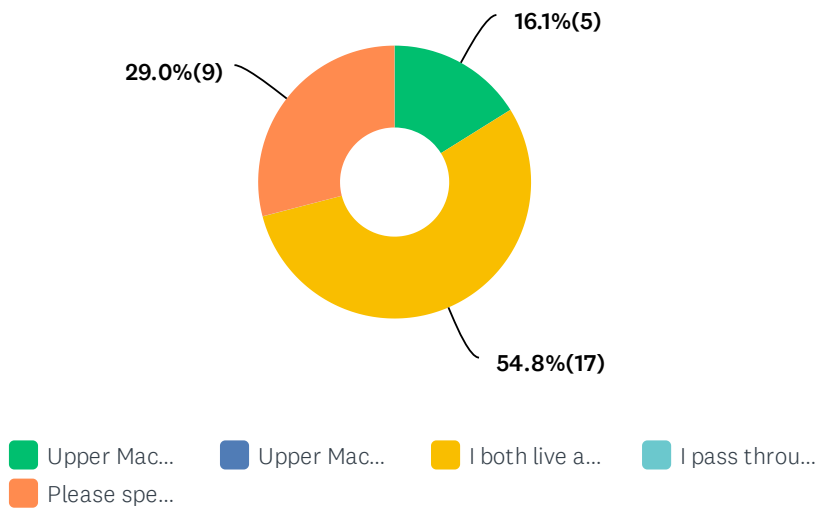
Answered: 181 Skipped: 47



ANSWER CHOICES	RESPONSES	
Yes, pretty much year round	0.6%	1
Yes, but seasonal or in fair weather	0.6%	1
Occasionally, but I don't consider myself a 'commuter'	1.1%	2
No, but would be interested	19.9%	36
No, never, not going to happen	77.9%	141
TOTAL		181

Q20 If you commute to work by bicycle:

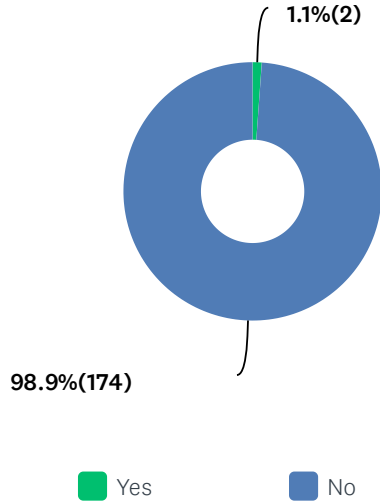
Answered: 31 Skipped: 197



ANSWER CHOICES	RESPONSES	
Upper Macungie is my starting point (please enter destination in 'Please specify' below)	16.1%	5
Upper Macungie is my destination (please enter starting point in 'Please specify' below)	0.0%	0
I both live and work in Upper Macungie	54.8%	17
I pass through Upper Macungie (please enter start and end points in 'Please specify' below)	0.0%	0
Please specify.	29.0%	9
TOTAL		31

Q21 Do you commute to work using a bus system (LANTA or privately owned bus)?

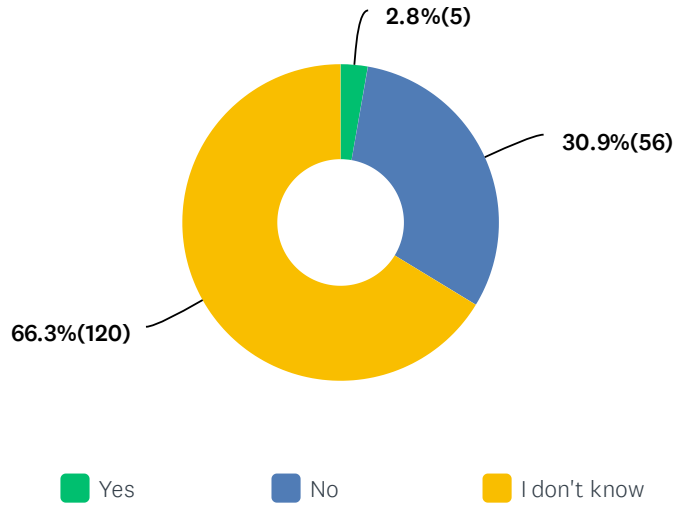
Answered: 176 Skipped: 52



ANSWER CHOICES	RESPONSES	
Yes	1.1%	2
No	98.9%	174
TOTAL		176

Q22 Are there an adequate number of bus shelters in Upper Macungie Township?

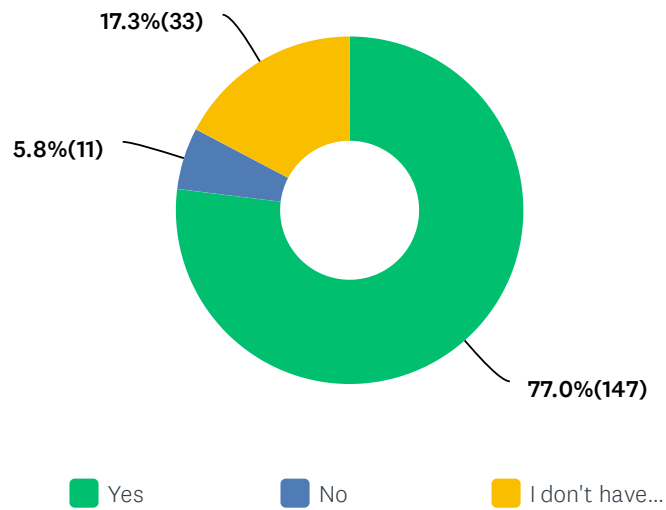
Answered: 181 Skipped: 47



ANSWER CHOICES	RESPONSES	
Yes	2.8%	5
No	30.9%	56
I don't know	66.3%	120
TOTAL		181

Q23 Should bicycle safety be part of the school curriculum?

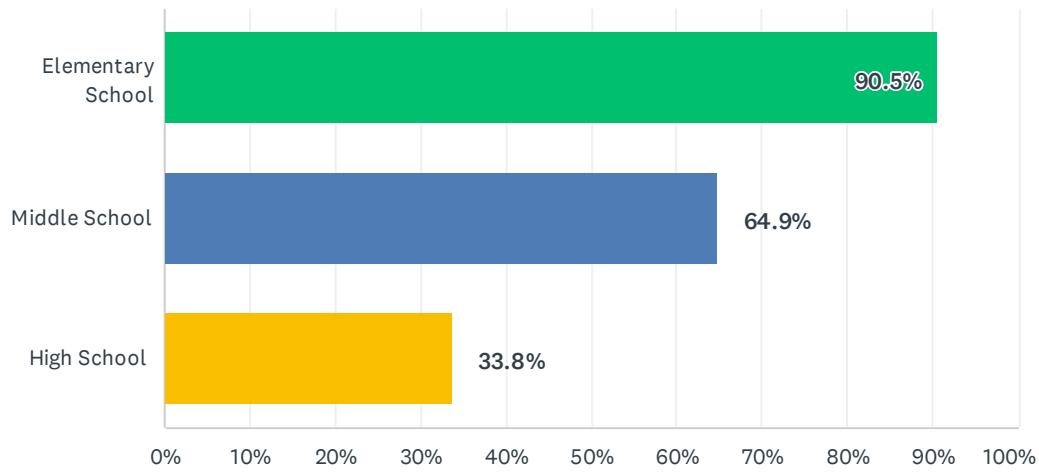
Answered: 191 Skipped: 37



ANSWER CHOICES	RESPONSES	
Yes	77.0%	147
No	5.8%	11
I don't have an opinion	17.3%	33
TOTAL		191

Q24 If 'yes', for what grade level(s)? Select all that apply.

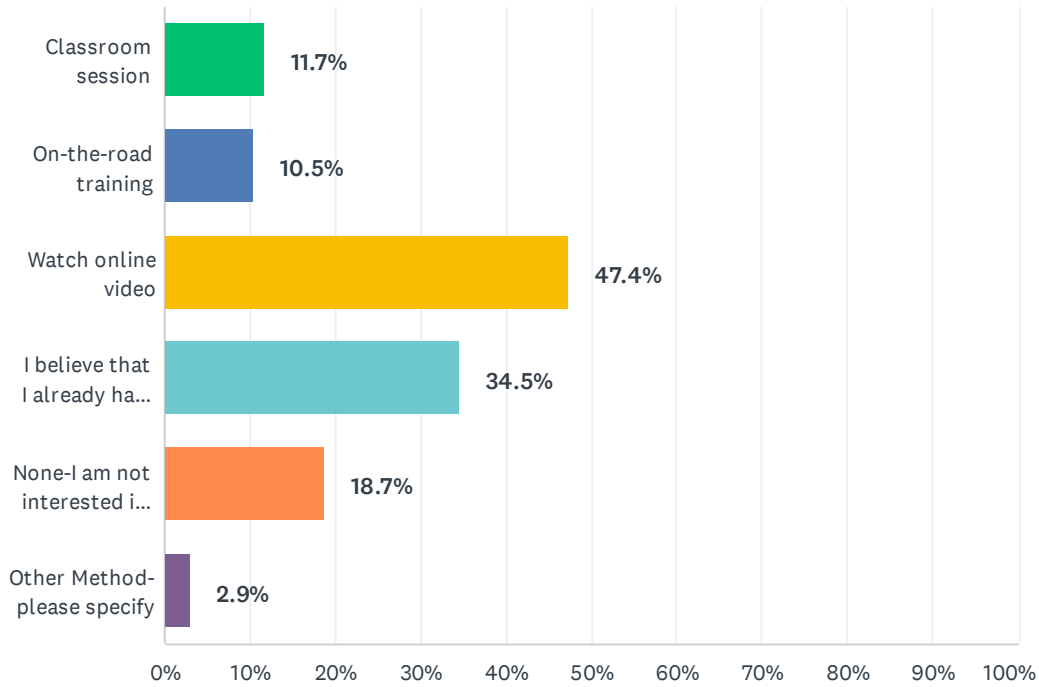
Answered: 148 Skipped: 80



ANSWER CHOICES	RESPONSES	
Elementary School	90.5%	134
Middle School	64.9%	96
High School	33.8%	50
Total Respondents: 148		

Q25 What type of adult training/ education would you attend as a cyclist about safe riding on the road? Select all that apply.

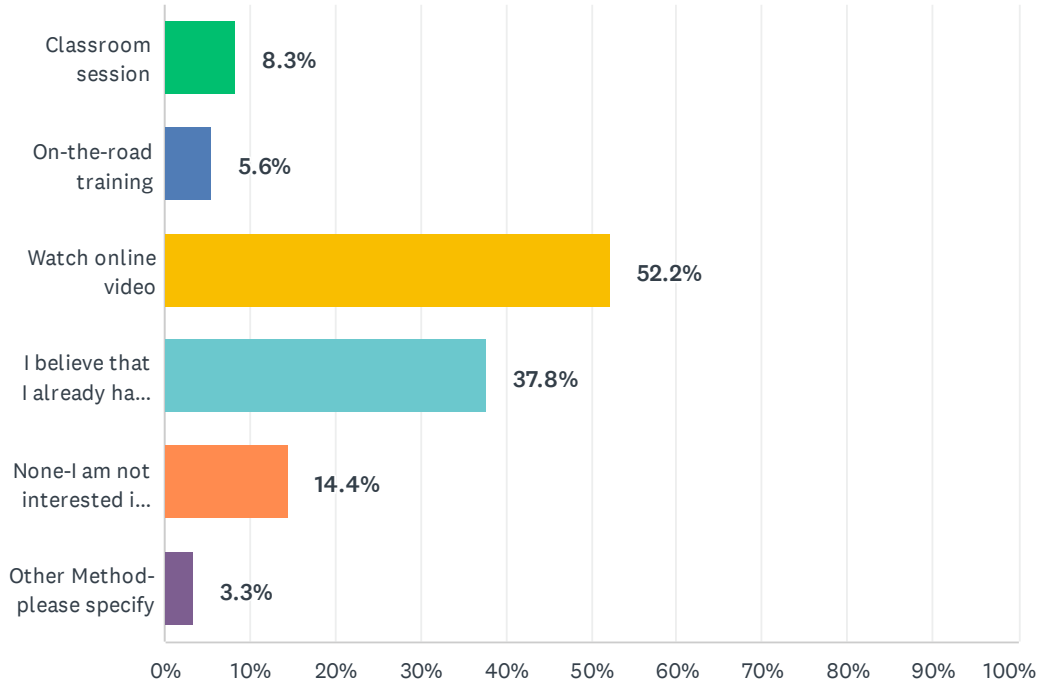
Answered: 171 Skipped: 57



ANSWER CHOICES	RESPONSES	
Classroom session	11.7%	20
On-the-road training	10.5%	18
Watch online video	47.4%	81
I believe that I already have sufficient knowledge/ experience in this area	34.5%	59
None-I am not interested in this topic.	18.7%	32
Other Method- please specify	2.9%	5
Total Respondents: 171		

Q26 What type of training/ education would you attend as a motorist on safe interaction with pedestrians and cyclists? Select all that apply.

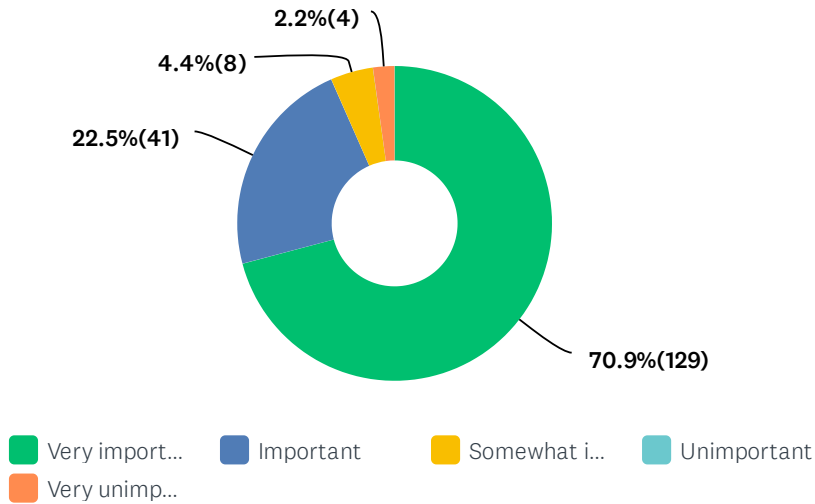
Answered: 180 Skipped: 48



ANSWER CHOICES	RESPONSES	
Classroom session	8.3%	15
On-the-road training	5.6%	10
Watch online video	52.2%	94
I believe that I already have sufficient knowledge/ experience in this area	37.8%	68
None-I am not interested in this topic.	14.4%	26
Other Method- please specify	3.3%	6
Total Respondents: 180		

Q27 How important are sidewalk connections and trails to the well-being of the community and the quality of life in Upper Macungie Township?

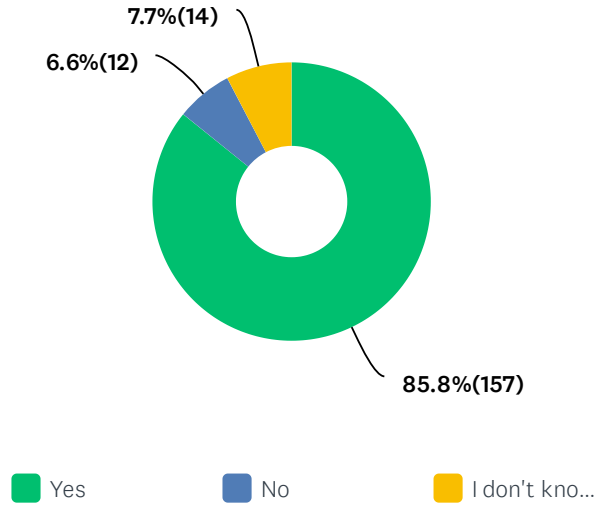
Answered: 182 Skipped: 46



ANSWER CHOICES	RESPONSES	
Very important	70.9%	129
Important	22.5%	41
Somewhat important/ unimportant	4.4%	8
Unimportant	0.0%	0
Very unimportant	2.2%	4
TOTAL		182

Q28 As a motorist I would accept a slightly longer travel time if that meant a safer environment for pedestrians.

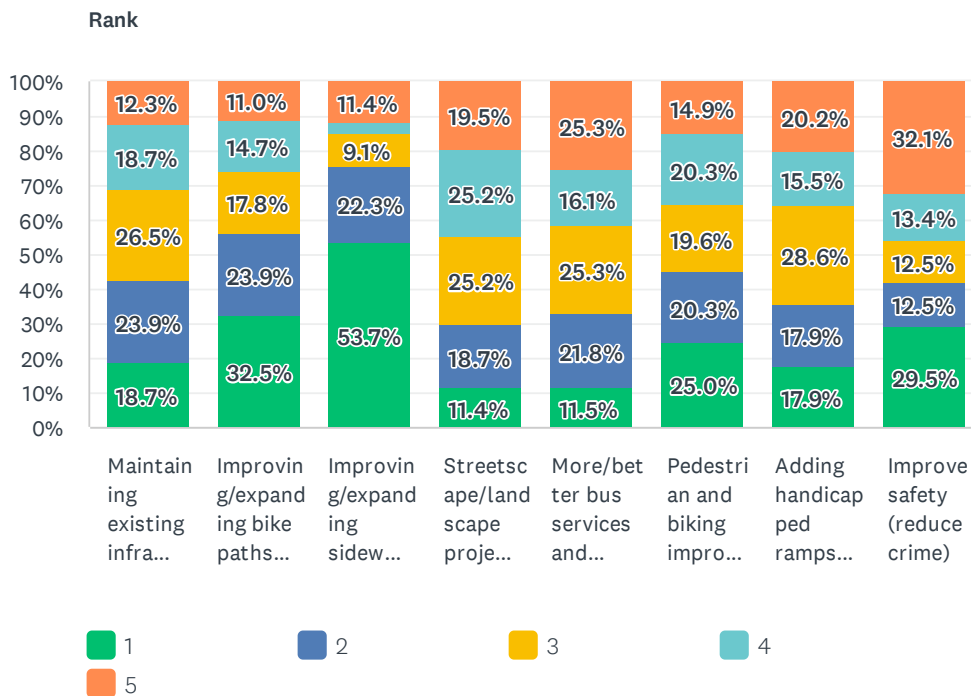
Answered: 183 Skipped: 45



ANSWER CHOICES	RESPONSES	
Yes	85.8%	157
No	6.6%	12
I don't know or have no opinion	7.7%	14
TOTAL		183

Q29 Rank the five (5) most important issues that could create better connectivity in Upper Macungie Township (1=High Priority; 5=Low Priority)

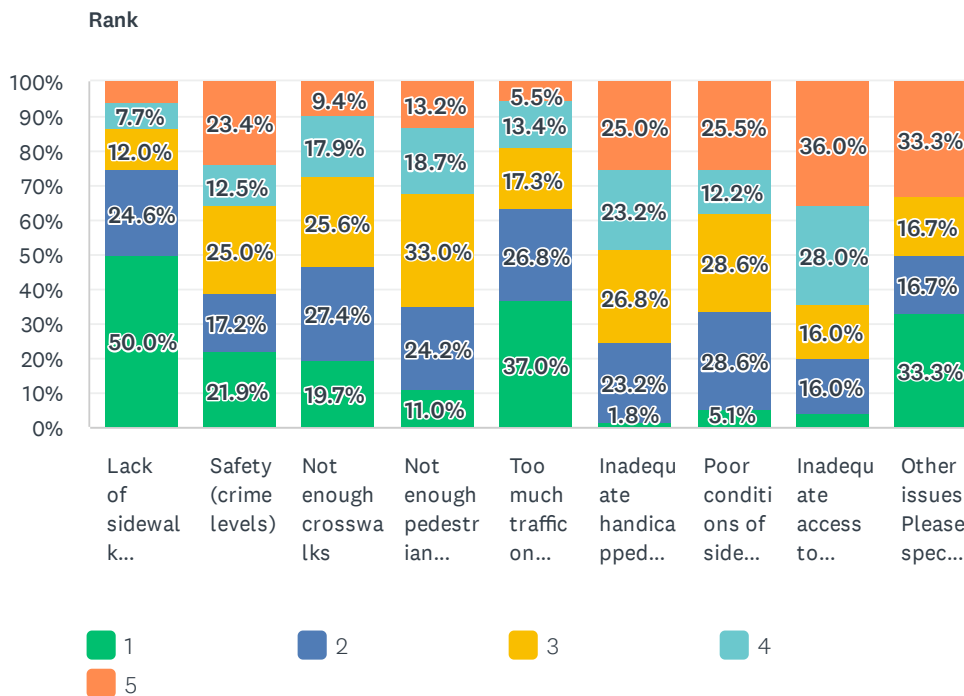
Answered: 178 Skipped: 50



Rank	1	2	3	4	5	TOTAL
Maintaining existing infrastructure (sidewalks, roadways, etc.)	18.7% 29	23.9% 37	26.5% 41	18.7% 29	12.3% 19	155
Improving/expanding bike paths and routes	32.5% 53	23.9% 39	17.8% 29	14.7% 24	11.0% 18	163
Improving/expanding sidewalks and pedestrian paths	53.7% 94	22.3% 39	9.1% 16	3.4% 6	11.4% 20	175
Streetscape/landscape projects to improve corridor aesthetics	11.4% 14	18.7% 23	25.2% 31	25.2% 31	19.5% 24	123
More/better bus services and routes	11.5% 10	21.8% 19	25.3% 22	16.1% 14	25.3% 22	87
Pedestrian and biking improvements in commercial corridors	25.0% 37	20.3% 30	19.6% 29	20.3% 30	14.9% 22	148
Adding handicapped ramps/accessibility improvements	17.9% 15	17.9% 15	28.6% 24	15.5% 13	20.2% 17	84
Improve safety (reduce crime)	29.5% 33	12.5% 14	12.5% 14	13.4% 15	32.1% 36	112

Q30 Rank the five (5) concerns you have about walkability in Upper Macungie Township (1=Top concern; 5=Low Concern)

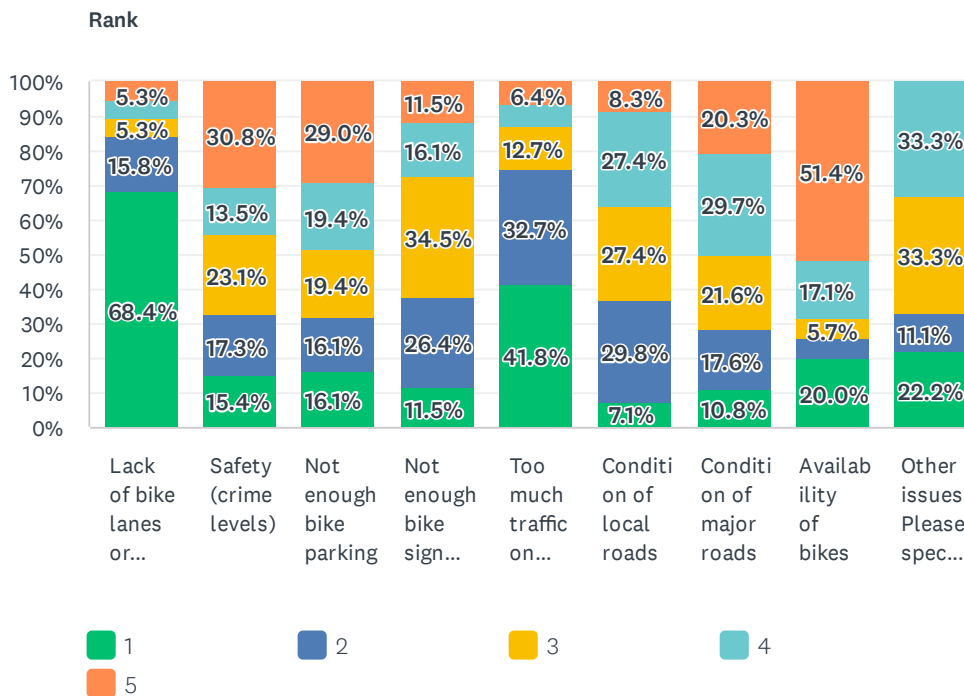
Answered: 148 Skipped: 80



Rank	1	2	3	4	5	TOTAL
Lack of sidewalk connections	50.0% 71	24.6% 35	12.0% 17	7.7% 11	5.6% 8	142
Safety (crime levels)	21.9% 14	17.2% 11	25.0% 16	12.5% 8	23.4% 15	64
Not enough crosswalks	19.7% 23	27.4% 32	25.6% 30	17.9% 21	9.4% 11	117
Not enough pedestrian signage/ signals	11.0% 10	24.2% 22	33.0% 30	18.7% 17	13.2% 12	91
Too much traffic on local roads	37.0% 47	26.8% 34	17.3% 22	13.4% 17	5.5% 7	127
Inadequate handicapped accessibility	1.8% 1	23.2% 13	26.8% 15	23.2% 13	25.0% 14	56
Poor conditions of sidewalks and pedestrian facilities	5.1% 5	28.6% 28	28.6% 28	12.2% 12	25.5% 25	98
Inadequate access to parking	4.0% 2	16.0% 8	16.0% 8	28.0% 14	36.0% 18	50
Other issues. Please specify	33.3% 8	16.7% 4	16.7% 4	0.0% 0	33.3% 8	24

Q31 Rank the five (5) concerns you have about bikeability in Upper Macungie Township (1=Top concern; 5=Low Concern)

Answered: 123 Skipped: 105



Rank	1	2	3	4	5	TOTAL
Lack of bike lanes or paths	68.4% 78	15.8% 18	5.3% 6	5.3% 6	5.3% 6	114
Safety (crime levels)	15.4% 8	17.3% 9	23.1% 12	13.5% 7	30.8% 16	52
Not enough bike parking	16.1% 10	16.1% 10	19.4% 12	19.4% 12	29.0% 18	62
Not enough bike signage/ signals	11.5% 10	26.4% 23	34.5% 30	16.1% 14	11.5% 10	87
Too much traffic on local roads	41.8% 46	32.7% 36	12.7% 14	6.4% 7	6.4% 7	110
Condition of local roads	7.1% 6	29.8% 25	27.4% 23	27.4% 23	8.3% 7	84
Condition of major roads	10.8% 8	17.6% 13	21.6% 16	29.7% 22	20.3% 15	74
Availability of bikes	20.0% 7	5.7% 2	5.7% 2	17.1% 6	51.4% 18	35
Other issues. Please specify	22.2% 2	11.1% 1	33.3% 3	33.3% 3	0.0% 0	9

Q32 Please share any additional thoughts, comments or ideas you have for the Upper Macungie Trail Connectivity & Walkability Plan.

Answered: 73 Skipped: 155

#	RESPONSES	DATE
1	The development of warehouses and housing developments is moving faster than the walkability study and planning. I'm not optimistic that connecting the township as discussed would be feasible.	9/13/2022 8:03 PM
2	Lack of sidewalks and trails	9/13/2022 7:23 PM
3	I bike all over Upper Macungie and having a safe space to bike along traffic is extremely important.	9/12/2022 11:39 PM
4	we don't need ANY more warehouses or truck traffic.	9/7/2022 8:33 PM
5	This is a great project. Access to parks, shopping, and work are all greatly lacking. Combined with the enormous amount of truck traffic creates a hostile environment to everything other than cars. I hope the township makes some much needed changes.	8/10/2022 9:24 AM
6	Last 2 questions did not have ranking options load properly so was not able to repond	8/7/2022 6:10 PM
7	Obviously I feel the biggest concern is the amount of truck traffic in this area. The more warehouses you allow the more trucks, the less safe it is to walk, bike, or even drive around here. The speeds of the traffic are insane. You would have to be a negligent parent to let your child ride a bike on any of the roads in this area, bike path or no bike path.	8/4/2022 11:02 PM
8	Would love to have a walking and biking path that is safe and connects communities and businesses. It should have trees and shade and also be near parks and rivers.	8/4/2022 9:58 PM
9	We need more trails and pathways for walking and biking.	8/4/2022 4:31 PM
10	Upper M has many trails that I use. I am pleased with the current conditions. I would like to see more police patrols on the biking and walking trails to deter the criminal element. I also would like to see more picnic areas.	8/4/2022 4:19 PM
11	Once again all Upper Macungie cares about us warehouses and when we do survey they do what they want anyway..example indoor soccer	8/4/2022 11:30 AM
12	The last two questions are unrankable, someone should QA this	7/30/2022 3:22 PM
13	I would like to see a landscaped dedicated walking trail in Grange that encircles the park. It must be separate from the roadway. It should also be plowed in the winter as well as the park to allow for walking and running.	7/20/2022 4:43 AM
14	I live on the corner of Krocks and Holiday and would love to ride my bike or walk to the Hamilton Crossings, but won't because it is not safe. Also, the trucks along Cetronia Road from Uline make it unsafe to ride my bike along that section of Cetronia Road. I walk up to Lone Lane several times a week. That's about the only walk ability that Upper Macungie has for me. I wish I could also walk down to Tilghman Square shopping center, but once again Cetronia Road is not safe in that direction either. Stop building warehouses!!!	7/2/2022 2:15 PM
15	For every warehouse that's built, a park should be made for UMT residents. We need more places to walk, and kids need to be able to run and bike safely.	6/24/2022 9:48 PM
16	Need better enforcement of fines for off-leash dogs at UMT parks - don't always feel safe when walking my dog at Lone Lane	6/10/2022 3:47 PM
17	Need a pedestrian crossing or signal on Schaefer Run Rd for path that goes to Brienigsville Park by Wentz Rd. Too many children use that path to go to Breinigsville Park from Whispering Farms and there is no signage indicating there is a pedestrian path that goes connects Schaefer Run to Breinigsville Rd	6/7/2022 6:14 PM

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18	Sidewalks in our neighborhood (park place west) present a trip hazard. Trees planted by the township have girdled our sidewalks.	6/4/2022 10:22 AM
19	Increasing events or bringing a food truck, ice-cream truck or even just a beverage station in the parks (or near the park entrance) would encourage people to walk more often.	5/31/2022 11:53 PM
20	Questions 30 and 31 could not be selected. Nothing happens when selected options	5/31/2022 10:59 PM
21	I often cross (bike or foot) Schantz Rd in the section south of 100. Very dangerous with exception of new light by Veterans School. Would love to see better crossing at Adams Road (peak of hill) and Dietrich Road (to get to Newtown Rd).	5/31/2022 8:40 PM
22	Goal 1 should be about making sure our parks can be easily accessed. 2, should be about connecting to a rd linking up with our surrounding townships 3. should be to improve crossing rt 100 as that's the primary barrier to connecting out farm roads. 4 should be about widening township roads with wide shoulders. Nothing makes biking more dangerous than roads without shoulders.	5/31/2022 7:02 PM
23	I would also like to see walking paths in Grange Park. Thank your for conducting this survey!	5/30/2022 8:27 PM
24	Would love to have safe separate trails for walking or biking- to connect neighborhoods to parks and shopping	5/23/2022 11:25 AM
25	I appreciate attention is being brought to this. As an active individual I hope some improvements are made. I feel for the most part Upper Macungie is active-friendly, but some more sidewalks and dedicated bike paths/lanes would be helpful for both sides. 222 going toward Maxatawny/Kutztown could use some attention I feel, too busy, too fast, definitely feel unsafe using the middle lane to turn onto Schaefer Run road from 222, just past Eagle Arms. Too Dangerous. I usually end up using Schaefer Run Road from the other end, or turning left onto Breinigsville road at the light to avoid the middle lane up further.	5/23/2022 11:15 AM
26	Thank you for helping plan this. We definitely need more sidewalks and trails. Thank you.	5/19/2022 4:04 PM
27	I would like to see a 10 - 20 mile off road bike path similar to the D&L, Saucon and Ironton Trails.	5/17/2022 11:44 AM
28	I believe with all the additional construction of commercial places, the connectivity and walkability are going to continue to suffer.	5/15/2022 10:23 PM
29	It's next to impossible to walk or bike safely to any nearby restaurants or shops. That should be a priority for safety and to support local businesses.	5/14/2022 10:56 PM
30	I own property in many state/cities as a raking L Macungie is the lowest, and it is not a money!!. NEVER have i seen money for a community golf course(now gone). In door soccer???. I can think of no better way to spend our hard earned money in a project that could connect all the residences of L Macungie.	5/12/2022 7:18 PM
31	Much of this survey does not apply since we are retired.	5/11/2022 6:05 PM
32	The ability for Applewood residents to walk to the businesses and health facilities in Fogelsville needs to be restored.	5/11/2022 3:37 PM
33	Than li you for this opportunity to supply you with my concerns and opinions! We are a biking family of 5 but are very limited. We love the Ironton Rail Trail!	5/11/2022 3:23 PM
34	I would love to safely walk from one development/area to another. Connecting walking paths, trails, etc to developments would be nice. I now drive to paths so I can walk - somehow that does not make sense.	5/11/2022 2:33 PM
35	The sidewalks in Trexlertown are in adequate. And can there be consideration of a pedestrian bridge on church Lane? It's impossible to cross that bridge with the traffic taking turns.	5/11/2022 2:12 PM
36	Busy traffic makes it crucial to get our kids away from and off the road. Our community needs to be better connected to the parks that we already have so that we can enjoy them with ease and frequency. I have to drive to all the parks around me and I live very close to many. I want to be able to allow my kids when they're older to go over to the park when they want and know they have a safe way to do that.	5/10/2022 10:09 PM
37	Add public walking paths around all industrial zones with free obvious public parking.	5/10/2022 8:50 PM
38	This would have been great to address in the community prior to all the warehouses being built	5/10/2022 6:24 PM

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and increased truck traffic. The area has become unsafe. No amount of sidewalks or bike lanes can compensate for the increase of traffic on the roads.

39	please have crosswalks for children at highland drive to park. place park lights around ricky ridge park sidewalks and on highland drive in green hills neighborhood. and more sidewalks and jogging/biking trails through clausser/park lane/hickory/snowdrift ---people drive so fast on these roads and its really scary for the children here.	4/28/2022 2:35 PM
40	The most essential problem to solve is the excessive truck traffic. We need better enforcement in neighborhoods and residential roads.	4/27/2022 8:49 PM
41	The area on Tilghman street from bluebarn to ruppsville and few more blocks west have been neglected and there are no walking pathways	4/24/2022 2:50 PM
42	Looking forward to seeing this develop, thanks!!!!	4/24/2022 8:50 AM
43	If UMT is serious about walkability they need to scrap the awful community center/ tax dollar incinerator and put the money towards real walkability improvements. Unfortunately, it will take competent leadership to do this so it will probably take another election cycle or 2.	4/23/2022 11:21 PM
44	Thank you very much for your hard work on this project. Our family values outdoor exercise and would love to see some of our favorite spots connected for pedestrians and cyclists to enjoy.	4/23/2022 11:03 PM
45	A crosswalk and signs would be good at schantz and cottonwood. The trail at lone lane park comes out there basically telling people to cross the street but there needs to be increased safety measures.	4/23/2022 8:45 AM
46	A 2 step approach would make sense. First develop those trails/sidewalks in certain development areas/parks and in the second phase connect them	4/22/2022 10:32 PM
47	Too many trucks in this township!	4/22/2022 1:31 PM
48	It would be great to have better connections amongst the neighborhoods. Most kids cannot bike to school in Upper Macungie due to locations of the schools. It would be great though to be able to safely travel between neighborhoods with sidewalks or bike lanes as it is very unsafe for kids wanting to go between neighborhoods. For example Hopewell farms to Hopewell farms south. It's a short connection needed along Lone Lane to make travel safer until you can get in the neighborhood on Daniel Street. We travel it frequently and it's dangerous. There is also a lot of people driving above the speed limit in this area, trucks that shouldn't be there etc. it would be great to have a crosswalk over to that new Grange Park Driveway also.	4/22/2022 11:44 AM
49	Who maintains the Walkability and at what cost the residents	4/22/2022 11:28 AM
50	I would like to see more walking trails	4/22/2022 7:43 AM
51	There is great potential in residential areas to improve walkability. For example, on Werley Road between Cetronia and Tilghman, why wasn't sidewalks a part of Township approval for the new housing/residential neighborhoods that were put in??? Everyday I see folks walking that road on the shoulder - very unsafe for the amount of traffic.	4/21/2022 8:48 PM
52	You have a lot of traffic coming into upper Mac from the city to go to the west to these huge warehouses. When 22/78 closes down, our roads are full of more vehicles trying to take short cuts. Impatient people in cars, in their phones or road rage is high. Curious to see what the plan is and how it will be safe for my children and future generations.	4/21/2022 5:48 PM
53	Please develop a dedicated bike path system off of the roadways. Thank you!	4/21/2022 4:03 PM
54	Connecting neighborhoods to existing parks w/paths should be priority	4/21/2022 3:55 PM
55	Apart from the walking and biking , public bus transportation is very important to reduce the usage of cars. In the beginning people may not use the buses much but will definitely start using buses when the trip time is less. Currently it takes a lot of time to go to small distances in the bus. Hope this will improve.	4/21/2022 2:59 PM
56	Please, please do not connect Green Hills to Trexler Plaza.	4/21/2022 1:42 PM
57	UMT should look at LMT as an example with walking/biking paths everywhere as if is a requirement with every new development or warehouse. UMT needs more walking/biking	4/21/2022 1:05 PM

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pathways and wider shoulders on roads.

58	I love that you're doing this. Very exciting.	4/21/2022 9:51 AM
59	I want to be able to bike from whispering farms to the giant in Trexlertown via a bike path.	4/21/2022 7:18 AM
60	I live in trexler fields developments and it would be great to link up with the many developments trails / bike paths.	4/12/2022 7:45 PM
61	Public transportation access!!! Too many cars on the road, too much pollution. Many travel 15-20 minutes to work if not much more. We need public transportation for the Lehigh Valley region. Encourage employers to do a ride share program. Look to Bethlehem's Climate Access Plan for innovative ideas.	4/12/2022 5:36 PM
62	I live in Applewood. Although I'm retired, I used to work in Trexlertown. I still enjoy bicycling, and ride a lot in warm weather. I would have biked to work when weather permitted it, but there is just no safe way to get from north of I-78 to south of it. Route 100 has 30% truck traffic, no shoulder, a busy interchange, and curbs part of the way. It would be a suicide to try biking without a bike lane or wider shoulders. Ruppssville Rd. also has considerable truck traffic, and is narrow with no shoulder. To find a safe north/south route, you need to go west to Adams Rd (although riding on that portion of Tilghman St. can be dicey) or east to Blue Barn Rd. Since building a trail that crosses I-78 is not likely to happen, Ruppssville Rd. and/or Route 100 need to have improvements (i.e. wide shoulders or bike lanes) to make them bicycle or pedestrian friendly.	4/12/2022 12:15 PM
63	I don't want to attract outsiders to Upper Macungie. I am looking for this to be a great place to live for its residents. We have some great parks. It would be wonderful if there was bike/pedestrian paths to get to the park. It's silly to drive to a park...	4/10/2022 2:02 PM
64	BAD idea not needed better things needed in township then this IDIOTIC idea-- walk and bike at are NICE parks that is why they were built	4/5/2022 5:47 PM
65	Would love to see a walking/bike path from Green Hills to Islamic Education Center of Pennsylvania!!!	4/5/2022 12:54 PM
66	Glad to see this effort underway. Would support additional requirements for the developers to make things better moving forward.	4/5/2022 9:16 AM
67	It would be wonderful to walk or bike from my neighborhood (Cameo Woods) to Eagle Point Farm Market, Trexlertown Farm Market, Aldi, or Whole Foods!!!	4/4/2022 7:58 PM
68	I am very excited about this project and I thank the township for seeking the opinion of those that live in Upper Macungie Township. I believe paved off road bike paths that connect the current upper Macungie Township parks would be a fantastic idea to take bikes off the heavily trafficked roads and allow for longer distance exercise. The W & OD rail trail in Northern Virginia was fantastic for allowing bike, walking, running traffic to have a safe place off the heavily trafficked roads of Northern Virginia. An improvement such as that to our township would be amazing.	4/4/2022 3:47 PM
69	Traffic and congestion from new development are the biggest obstacles to safety, recreational walking and hiking, and pedestrian/bicycle access to shopping and other retail services in UMT. Businesses could greatly benefit if residents could safely walk or bike (or even drive quickly) to their locations.	4/2/2022 10:16 AM
70	Proper trimming of wooded areas at parks to help with sight lines to crossstreets.	4/1/2022 5:09 PM
71	much of the township is set up with remote commercial areas, so most pedestrian traffic is for fitness. More parks with walking trails, or trails that connect parks would be ideal, as opposed to sidewalks in residential areas with low car traffic.	4/1/2022 4:16 PM
72	Believe we need more trails and walking paths with parking available to these sites.	3/30/2022 11:10 AM
73	It would be easier for people to complete question 11 if there were dropdown menus at least for the housing developments. I google to find the shopping center names.. I think I put the correct name of my housing development, but I am not sure. Some of the questions should have N/A.	3/21/2022 4:06 PM



8. WikiMapping Input Received



9. Engineering Assessment of Proposed Improvement Locations



MEMORANDUM

Date: September 29, 2022
To: Anita Nardone, PE
From: Karl Leitner, PE
Subject: Upper Macungie Evaluation Sites
SSM File: 110055.0009
cc: Peter Simone, AICP
Mark Stabolepszy, PE

UPPER MACUNGIE EVALUATION SITES

The following descriptions are made in regard to potential improvements to pre-determined locations within Upper Macungie Township as part of the Trail Connectivity and Walkability Plan.

Location 1 - SR 100 & Schaeffer Run Road

The improvement at this intersection includes extending the mountable curb island in the center of SR 100 to create a pedestrian refuge island for the western crossing of SR 100. This project improves pedestrian safety by providing a queueing space separated from vehicular traffic for pedestrians crossing four lanes of traffic, allowing them to cross one direction of traffic (2 lanes) at a time. This will result in longer traffic gaps and allowing pedestrians to focus on traffic from just one direction at a time.

The anticipated construction cost for removal of existing pavement, extension of the curb and concrete median and construction of ADA compliant curb ramps is approximately \$52,000.

Location 2 - SR 100 & Industrial Boulevard/Schantz Road

This improvement considers the potential for a pedestrian bridge across SR 100 at either Industrial Blvd. or Schantz Rd. In either case, the project would include concrete ADA switchback ramps (approximately 19' in elevation), bridge abutments, a pedestrian bridge, power line/cable relocations, and associated grading.

A brief Pro/Con list was assembled to compare the two potential locations:

Industrial Blvd (south side):

Pros:

- South side crossing would require 125' +/- bridge span.
- Less overhead wire (cable/electric) involvement than Schantz Rd intersection.

Cons:

- Potential sanitary main location at SE corner of intersection
- Bridge could interfere with traffic signal video cameras and/or emergency pre-emption detectors. These items are lower, however than at Schantz Rd. intersection.

Schantz Road (north side)

Pros:

- NE corner is undeveloped and could fit layout with ease.
- NE corner provides a potential area for a BMP if necessary. (Owner of land unknown)



Cons:

- Potential PennDOT BMP at NW corner. Switchbacks and structures would require creative layout and potential mitigation of BMP.
- North side crossing would require a 185' +/- bridge span. (125' if bridge could be moved to south side of intersection)
- Potential conflict with overhead wires (primary electric/cable)
- High voltage electric lines are very close
- Bridge would likely interfere with traffic signal video cameras and/or emergency pre-emption detectors, some of which are mounted several feet above the signal mast arms.

Based upon the foregoing we recommend Industrial Blvd. as the better location for a pedestrian bridge.

The anticipated construction cost for the pedestrian bridge, abutments, ramps, grading and utility relocations is approximately \$2,000,000.

Location 3 - SR 100 & Various Intersections

This improvement considers five potential locations for a pedestrian bridge to cross SR 100 between Tilghman St. and Nursery St. The general plan for each crossing includes concrete ADA switchback ramps (approximately 19' in elevation), bridge abutments, a pedestrian bridge, power line/cable relocations (only some locations), and associated grading and tying into existing grades.

A brief Pro/Con list was assembled to compare the five potential locations:

Private Driveways just north of Tilghman Street:

Pros:

- Rather flat topography.

Cons:

- Crossing 7 lanes of traffic, requiring a 120' +/- bridge span.
- Trees/woods on west side.
- No apparent connection point on west side.
- Does not appear to be enough room for ADA ramps on west side.

Southern Glenlivet Drive Intersection:

Pros:

- Rater flat topography

Cons:

- Crossing 7 lanes of traffic, requiring a 120' +/- bridge span.
- No apparent connection point on west side.
- Does not appear to be enough room for ADA ramps on west side.

Northern Glenlivet Drive Intersection

Pros:

- None



Cons:

- Crossing 7 lanes of traffic, requiring a 120' +/- bridge span.
- Steep slopes (down) on SE corner.
- Detention basin on SW corner.
- Does not appear to be enough room for ADA ramps in NW corner.

Between Glenlivet Drive and Nursery Street (just south of ball fields):

Pros:

- Crossing 5 lanes of traffic plus shoulders, requiring a 100' +/- bridge span.
- Plenty of room on both sides of Route 100.
- Overhead wires are only on west side and are not numerous.
- Elevations on both east and west sides are slightly higher, potentially requiring less ADA ramp area.
- There appears to be room along both sides of Route 100 for connecting side paths.

Cons:

- Will require a connecting side path on the west side.

At Nursery Street:

Pros:

- Crossing 5 lanes of traffic plus shoulders, requiring a 100' +/- bridge span.

Cons:

- Pond on NW corner, preventing north side crossing.
- South side crossing may require removal of sand volleyball courts.
- Overhead wires are on west side and cross Route 100 at the intersection, but are not numerous.
- Bridge could interfere with traffic signal video cameras and/or emergency pre-emption detectors.

Based upon the foregoing we recommend the location just south of the baseball/softball fields as the best location for a pedestrian bridge in this area.

The anticipated construction cost for the pedestrian bridge, abutments, ramps, grading and utility relocations is approximately \$1,700,000.

Location 4 - SR 100 and Cetronia Road

The improvement at this intersection includes extending the mountable curb island in the center of SR 100/SR 222 to create a pedestrian refuge island for the southern crossing of SR 100/SR 222 and enlarging the mountable curb "pork chop" on the south side of Grim Road for the same purpose. This project improves pedestrian safety by providing a queueing space separated from vehicular traffic for pedestrians crossing seven lanes of traffic, allowing them to cross northbound traffic (4 lanes) to a refuge point, then southbound traffic (2 lanes) to a refuge point, then right turn traffic from Grim Road (1 lane), to a side path. This will result in longer traffic gaps and allowing pedestrians to focus on traffic from just one direction at a time.

The anticipated construction cost for removal of existing pavement, extension of the curb and concrete median and construction of ADA compliant curb ramps is approximately \$130,000.



Location 5 - Weilers Lane and Hamilton Boulevard Bike Lane

Bike lanes exist on both sides of Hamilton Boulevard (the former SR 222) in Lower Macungie Township, east of the portion of Hamilton Boulevard in Upper Macungie Township. These lanes have been painted on the portion of the former shoulder that is closest to the travel lane, essentially creating a 4-foot wide bike lane and a 4-foot wide shoulder.

This approach could be extended into Upper Macungie Township, to the RR bridge in Trexlertown. From that point, west to the northern intersection of Mosser Road and Hamilton Boulevard the shoulders are much too narrow and there are many structures close to the road, making widening the shoulders not feasible. In this section sharrows seem to be the only viable option for accommodating bicycles.

From Mosser Road to the Weilers Lane intersection and along Weilers Lane to Route 100 the shoulders on both sides of the road are wide enough to create 4-foot wide bike lanes using pavement markings. Weilers Lane south of Route 100 is constrained in width; in this section sharrows again appear to be the only viable option.

The anticipated construction cost for adding the pavement markings noted above is approximately \$250,000.

Location 6 - Ruppsville Road Under I-78

This improvement includes realigning Ruppsville Road approximately 6 feet to the west, under the I-78 bridge, to provide a protected side path. This would include provision of a concrete median barrier between the vehicular travel lane and the side path.

Based on the 40 MPH speed limit on Ruppsville Road the transition length on both ends of the realignment will need to be approximately 240 feet. In order to be conservative our cost opinion is based upon complete pavement reconstruction for both the taper and realignment areas.

The anticipated construction cost for the realignment, the median barrier and the side path in the realignment area is approximately \$600,000.

Location 8 - Chapmans Road and RR Crossing at Hickory Road

The goal of this improvement is to provide a perpendicular crossing of Chapmans Road from the east side to the west side and also a perpendicular crossing of the RR tracks, to connect to a side path along the south side of Hickory Lane. In order to reduce user conflict evaluation complexity and thus improve safety are concept was to cross the RR separately from the road. In our evaluation we considered two options: one crossing the RR south of where it crosses Chapmans Road (Option A) and one crossing the RR north of where it crosses Chapmans Road (Option B).

The crossing locations along Chapmans Road were both positioned behind the railroad crossing signals to assist pedestrians and bikers in their decision to cross the railroad. Each crossing requires ADA compliant "curb ramps" on each side of Chapmans Road and associated side paths to connect to Hickory Lane. Option A includes an extension of two existing storm pipes along the RR tracks. We judged Option B to not be feasible, or at least not cost effective, as it would require extensive grading on the southeast side of the railroad tracks (grading which would likely impact the foundation of a high tension electric line tower); appears to interfere



with a railroad switching device; and provides little refuge area between Chapmans Road and the RR between the road and RR crossings.

The anticipated construction cost for side path, crossings, pipe extensions and associated grading is approximately \$250,000.

Location 9 - Cetronia Road Under I-476 (PA Turnpike)

The goal at this location is to have the PA Turnpike Commission provide for an adequate width between abutments when they replace the aging bridge in this location, to allow for bike lanes in both directions and a sidewalk on the west side of Cetronia Road, as this represents one of the very few connection points to South Whitehall Township. This improvement is based on the Pennsylvania Turnpike Commission's tentative project to replace the bridge that carries I-476 over Cetronia Road.

As indicated on the attached sketch providing the above noted features will require a minimum 45' clearance between abutments. This proposed project could provide safety measures for pedestrians by separating them entirely from bicycle and vehicular traffic. Additionally, it provides bikers with a separate lane from vehicular traffic.

We have not provided a construction cost estimate as the strategy for this improvement should be to convince the Turnpike Commission to include the Cetronia Road improvements within their project.

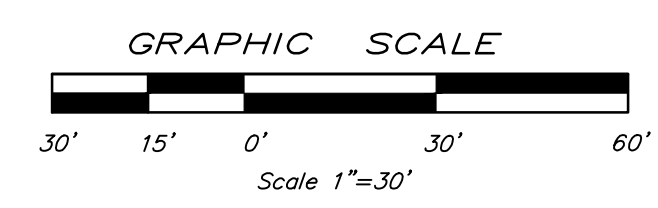
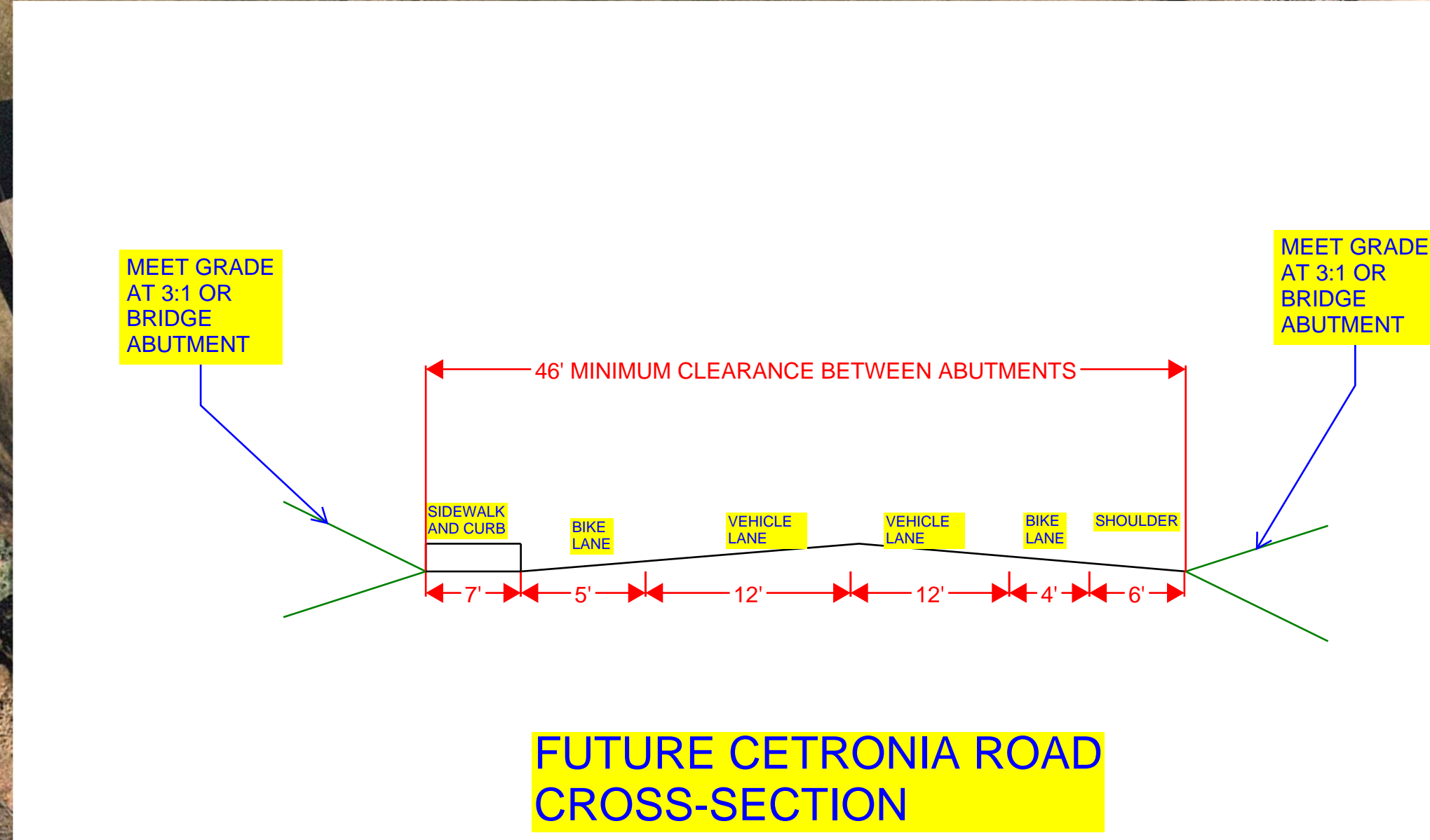
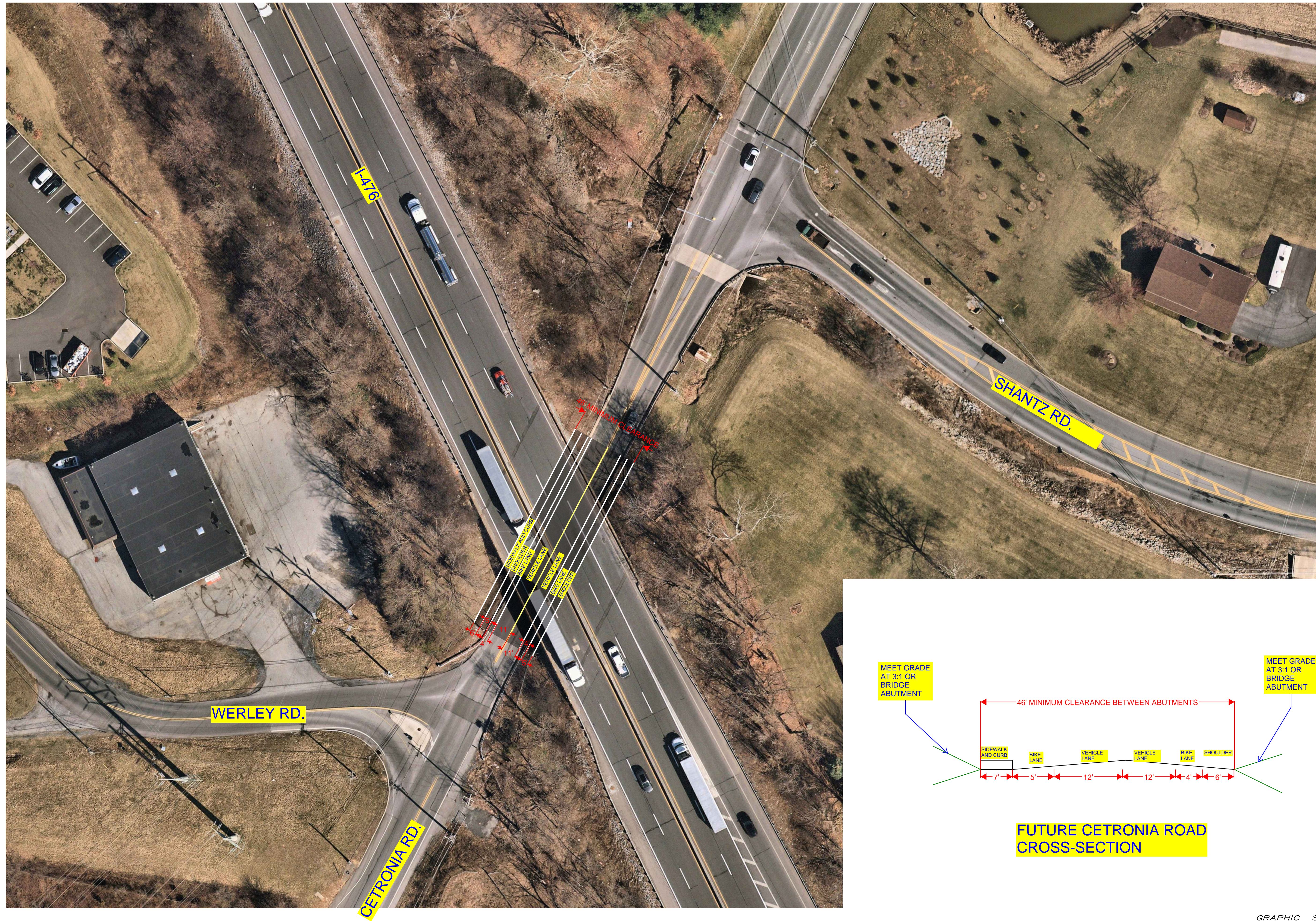
Location 10 - Schantz Rd Railroad Bridge

This improvement consists of providing an approximately 15-foot wide bridge under the single RR track to allow for a safe bike/pedestrian crossing of the railroad. This option is being considered rather than rebuilding the existing railroad bridge over Schantz Road because the existing bridge provides vertical clearance of only 11'-6". In order to replace the Schantz Road bridge additional vertical clearance of at least 4 feet would be required; this is simply not feasible. This bridge only provides a horizontal opening of approximately 18', which is barely wide enough to provide safe passage for vehicles, much less for bicycles and pedestrians.

A separate bicycle and pedestrian underpass is feasible in that only approximately 9 feet of vertical clearance is necessary. The proposed railroad bridge would be approximately 20' south of the existing bridge.

This project would include extensive coordination with the railroad and surrounding lot owners. The proposed bridge is positioned 20' from the existing bridge to avoid any disturbance of the existing bridge abutments and to avoid impacts to the adjacent detention basin to the southwest.

The anticipated construction cost for the new bridge is approximately \$1,500,000



<p>READING: Reading, PA 19104-0007 LANCASTER, PA 17602-0001 701 Chestnut Lane 717-668-2078</p> <p>FOR OFFICE USE ONLY NORTH COAST VALLEY 610-861-0700 101 East Evans Street 81507-2000</p>		<p>RELEASED FOR: EXHIBIT NOT FOR CONSTRUCTION</p> <p>PROJECT MANAGER: MS BASE BY: KKS DRAWN BY: KKS</p> <p>N.B.: DESIGNED BY: MS/KS CHRD: MS</p> <p>DATE: 09/19/22</p>	<p>NO. DATE DESCRIPTION</p>
<p>SSM SPOTTS, STEVENS & MCCOY Engineers and Consultants 8800 Walnut Street, Suite 106 Reading, PA 19607 610-861-0700 www.ssmgroup.com</p>		<p>SIMONE COLLINS LANDSCAPE ARCHITECTURE 119 EAST LAFAYETTE STREET, NORRISTOWN, PA 19001 UPPER MACJUNGIE TRAIL & CONNECTIVITY PLAN AREA 9 LOWER MACJUNGIE TOWNSHIP, LEHIGH COUNTY, PENNSYLVANIA COPYRIGHT 2022 SPOTTS, STEVENS & MCCOY</p>	<p>110055.0009 EXHIBIT 6</p>
<p>110055.0009 EXHIBIT 6</p>		<p>LOCATION 9</p>	<p>DRAWING NUMBER</p>



- 10. Draft Policy Recommendations**
- *Complete Streets Policy*
 - *Vision Zero Policy*

UMT COMPLETE STREETS RESOLUTION

Resolution # 2023 - XX

A resolution of the Township of Upper Macungie, Lehigh County, PA authorizing the adoption of a Complete Streets Policy.

COMPLETE STREETS POLICY

Upper Macungie Township affirms that transportation within the public space of streets and sidewalks must be accessible and safe for all users and commits itself to maintaining safe and accessible streets and transportation facilities that support people of all abilities across all modes of transportation.

Vision and Intent

As envisioned, Complete Streets are planned, designed and operated to provide safety and accessibility for all users of our roadways, sidewalks and trails. These users include pedestrians, bicyclists, transit users, and motorists, and people of all ages and abilities. Furthermore, Complete Streets principles contribute to the safety, health, equity, economic viability, and quality of life in our community by providing accessible and efficient connections between home, school, work, recreation, and retail destinations, thus improving the transportation environment throughout Upper Macungie Township.

It is the intent of Upper Macungie Township to prioritize the planning, design, operation, and maintenance of streets so they are safe for people of all ages and abilities and provide a multimodal network with enhanced connectivity across the Township.

The purpose of Upper Macungie Township's Complete Streets policy is to direct decision makers to consistently plan, design, construct, operate and maintain all transportation facilities to safely accommodate all users.

Diverse Users

Upper Macungie Township recognizes that users of the various diverse modes of transportation are all legitimate users of the transportation network and deserve safe facilities.

Upper Macungie Township shall develop plans and set goals to prioritize and ensure successful implementation of Complete Streets and connectivity in all residential neighborhoods, commercial areas, industrial areas and for residents and employees, especially those who have limited access to personal motor vehicles.

Full Commitment

Upper Macungie Township recognizes that all projects (new construction, maintenance, or reconstruction) are opportunities to apply Complete Streets planning and design principles. Upper Macungie Township will, to the maximum extent practical, design, construct, maintain, and operate all streets and other transportation facilities to provide a comprehensive and integrated transportation network of facilities for people of all ages and abilities.

Jurisdiction

The Township Board of Supervisors, with the assistance of various staff and various township commissions and boards, shall be the responsible entity for enacting and implementing the priorities of the Complete Streets Policy.

Implementation of the Upper Macungie Township Complete Streets policy will be carried out cooperatively within all departments in Upper Macungie Township. To the greatest extent possible, all new projects from both the private and public sectors will be required to incorporate Complete Streets Policies and design principles.

Upper Macungie Township shall encourage collaboration beyond its borders into neighboring jurisdictions on appropriate projects.

Design and Planning

Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and street design projects requiring funding or approval by Upper Macungie as well as projects funded by the State and/or Federal government shall adhere to Upper Macungie's Complete Streets policy.

The Upper Macungie Township Complete Streets policy will focus on developing a connected, network that serves all road users. Complete Streets principles will be integrated into ordinances, policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities.

Land Use and Context Sensitivity

Adopting principles of Complete Streets also necessitates consideration for how transportation affects land use decisions. As a result, land use policies, plans, ordinances, and other documents specify how they will support Complete Streets policies and design principles.

Decisions made regarding the development and implementation of Complete Streets principles shall include 'community context'. The goal of a context-sensitive approach is to preserve and enhance scenic, aesthetic, historic, and environmental resources while improving safety, mobility, and infrastructure conditions.

Performance Measures

In order to monitor and fully understand progress that is being made towards the implementation of Complete Streets, Upper Macungie shall commit to accumulating and mapping data and establishing performance measures articulated in the *Vision Zero Action Plan (VZAP)*.

The VZAP contains a listing of proposed transportation improvements designed to meet or exceed the goals of the Complete Streets Policy. Metrics in the plan will be used to annually track progress. Proposed initiatives within the Township will be evaluated according to the VZAP.

The Township will over time, implement these improvements, monitor progress on safety and periodically update and revise the plan with the following goals in mind:

- Safety: Reduce the number of motor vehicle accidents within the Township.

- Equity –Broaden transportation options for residential neighborhoods and other locations with limited connectivity and offer transportation access regardless of race, age, sex, economic status or other socio-economic factors.
- Connectivity – Connect existing transportation infrastructure and create additional connections to community destinations (such as but not limited to, businesses, schools, community centers, township offices, medical facilities, parks, voting locations, and libraries).
- Multimodality – Implement projects that expand infrastructure for all modes of transportation.
- Economic Development – Proposed projects shall support broad efforts to enhance economic development.

DRAFT

UMT VISION ZERO RESOLUTION

Resolution # 2023 - XX

A resolution of the Township of Upper Macungie, Lehigh County, PA authorizing the adoption of a Vision Zero Policy.

VISION ZERO POLICY

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. *Vision Zero* provides a framework for eliminating traffic deaths and reducing the number of serious injuries through a comprehensive approach of design and policy .

Vision and Goals

Traffic safety impacts our community, neighborhoods, health, and Upper Macungie Township's livability. No level of fatality or serious injury is acceptable on our streets because crashes are preventable incidents that can be addressed through planning, engineering, education, and enforcement. Upper Macungie Township is using a collaborative and data-driven effort seeks to eliminate traffic fatalities and serious injuries by 2032. Guiding principles include:

- Protecting human lives takes priority over all other objectives of the road system.
- Safety on our streets is everyone's responsibility and requires a commitment to a cultural change.

Vision Zero Action Plan

Upper Macungie Township will use the *Vision Zero Action Plan* to document the creation, implementation and monitoring of the *Vision Zero* policy and design.

Leadership and Full Commitment

Upper Macungie Township pledges commitment from the elected officials, Township staff and Township consultants to achieve *Vision Zero* goals through a transparent and fully inclusive planning and design process.

Jurisdiction

The Township Board of Supervisors, with the assistance of various staff and various township commissions and boards, shall be the responsible entity for enacting and implementing the priorities of the *Vision Zero* Policy and the *Vision Zero Action Plan*.

Implementation of the Upper Macungie Township *Vision Zero* policy and *Vision Zero Action Plan* will be carried out cooperatively within all departments in Upper Macungie Township. To the greatest extent possible, all new projects from both the private and public sectors will be required to incorporate the *Vision Zero* Policy.

Upper Macungie Township shall encourage collaboration with adjacent jurisdictions as appropriate.

Community Engagement

The Vision Zero initiative will involve the community in the process of reviewing, enhancing, monitoring progress and periodically updating the *Vision Zero Action Plan*. Engagement strategies will be tailored to the Upper Macungie community and seek out input from all users of the transportation network.

Design of Safe Systems

Vision Zero design recommendations shall be incorporated into all publicly and privately funded projects, as appropriate. All transportation infrastructure and street design projects requiring funding or approval by Upper Macungie as well as projects funded by the State and/or Federal government shall adhere to Upper Macungie's Vision Zero policy and design.

The Upper Macungie Township Vision Zero policy states that policy makers, system designers and the entire community share the responsibility for ensuring safe travel systems for all by improving the roadway environment so that inevitable mistakes by users do not result in fatalities or severe injuries.

Land Use and Context Sensitivity

Adopting principles of a Vision Zero policy necessitates consideration for how transportation facilities affect land use decisions. As a result, land use policies, plans, ordinances, and other documents specify how they will support Upper Macungie's Vision Zero Policy and design.

Decisions made regarding the development and implementation of Vision Zero principles shall include 'community context'. The goal of a context-sensitive approach is to preserve and enhance scenic, aesthetic, historic, and environmental resources while improving or maintaining safety for all users of the transportation system.

Performance Measures

In order to monitor and fully understand progress of Vision Zero, Upper Macungie shall commit to accumulating and mapping data and establishing performance measures articulated in the *Vision Zero Action Plan (VZAP)*.

The VZAP contains a listing of proposed transportation improvements designed to meet or exceed the goals of the Vision Zero Policy. Metrics in the plan will be used to annually track progress. Proposed initiatives within the Township will be evaluated according to the VZAP.

The Township will over time, implement these improvements, monitor progress on safety and periodically update and revise the plan publicly with the following goals in mind:

- Safety: Reduce the number of motor vehicle accidents within the Township.
- Equity –Broaden transportation options for residential neighborhoods and other locations with limited connectivity and offer transportation access regardless of race, age, sex, economic status or other socio-economic factors.

- Connectivity – Connect existing transportation infrastructure and create additional connections to community destinations (such as but not limited to, businesses, schools, community centers, township offices, medical facilities, parks, voting locations, and libraries).
- Multimodality – Implement projects that expand infrastructure for all modes of transportation.
- Economic Development – Proposed projects shall support broad efforts to enhance economic development.

DRAFT



11. Probable Cost Estimate

Corridor 1: Core Loop	Item Description	Estimated Quantity		Unit Price	Total Item Amount
Segment 1.1-1.2	<i>Grim Rd.</i>				
Trail					\$210,000.00
	Side Path - 10'	2100	LF	\$ 100.00	\$210,000.00
Improvements					\$502,600.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
	Small Pedestrian Bridge	1	EA	\$ 500,000.00	\$500,000.00
				Total	\$712,600.00

Segment 1.2-1.3	<i>Nestle Way</i>				
Trail					\$1,368,000.00
	Side Path - 10'	8000	LF	\$ 100.00	\$800,000.00
	Sidewalk - 5'	8000	LF	\$ 71.00	\$568,000.00
Improvements					\$601,300.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
	Railroad Crossing	1	EA	\$ 100,000.00	\$100,000.00
	Small Pedestrian Bridge	1	EA	\$ 500,000.00	\$500,000.00
				Total	\$1,969,300.00

Segment 1.3-1.4	<i>Adams Rd.</i>				
Trail					\$286,000.00
	Side Path - 10'	2860	LF	\$ 100.00	\$286,000.00
				Total	\$286,000.00

Segment 1.4-1.5	<i>Old U.S. 22</i>				
Trail					\$845,300.00
	Side Path - 10'	7920	LF	\$ 100.00	\$792,000.00
	Sidewalk - 5'	750	LF	\$ 71.00	\$53,250.00
Improvements					\$5,600.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
	Hand Man	1	EA	\$ 3,000.00	\$3,000.00
				Total	\$850,900.00

Segment 1.5-1.6	<i>Church St.</i>				
Trail					\$100,000.00
	Existing Condition	720	LF		
	Side Path - 10'	1000	LF	\$ 100.00	\$100,000.00
Improvements					\$1,300.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
				Total	\$101,300.00

Segment 1.6-1.7	<i>Glenlivet Dr. West (and Moyer Road) to Route 100</i>				
Trail					\$230,000.00
	Side Path - 10'	2300	LF	\$ 100.00	\$230,000.00
Improvements					\$1,701,300.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
	Large Pedestrian Bridge	1	EA	\$ 1,700,000.00	\$1,700,000.00
				Total	\$1,931,300.00

Segment 1.7-1.8	<i>Route 100, Glenlivet Dr. and Walker Way</i>				
Trail					\$380,000.00
	Side Path - 10'	3800	LF	\$ 100.00	\$380,000.00
Improvements					\$4,300.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
	Hand Man	1	EA	\$ 3,000.00	\$3,000.00
				Total	\$384,300.00

Segment 1.8-1.9	<i>Ambassador Dr.</i>				
Trail					\$473,000.00
	Side Path - 10'	4730	LF	\$ 100.00	\$473,000.00
Improvements					\$2,600.00

	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
				Total	\$475,600.00

Segment 1.9-1.10	<i>Hickory Ln.</i>				
Trail					\$560,000.00
	Side Path - 10'	5600	LF	\$ 100.00	\$560,000.00
Improvements					\$4,100.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
	Decorative Crosswalk	1	EA	\$ 1,500.00	\$1,500.00
				Total	\$564,100.00

Segment 1.10-1.11	<i>Chapmans Rd. and Ruppsville Rd to Schantz Rd.</i>				
Trail					\$387,800.00
	Side Path - 10'	2600	LF	\$ 100.00	\$260,000.00
	Sidewalk - 5'	1800	LF	\$ 71.00	\$127,800.00
Improvements					\$860,400.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
	Bike Lane	500	LF	\$ 5.00	\$2,500.00
	Sharrow Route	1300	LF	\$ 3.00	\$3,900.00
	Sidewalk	2150	LF	\$ 71.00	\$152,650.00
	Railroad Crossing	1	EA	\$ 100,000.00	\$100,000.00
	Lane Reduction/alignment through underpass	1	EA	\$ 600,000.00	\$600,000.00
				Total	\$1,248,200.00

Segment 1.11-1.12	<i>Schantz Rd. from Ruppsville Rd. to Industrial Blvd.</i>				
Trail					\$320,000.00
	Side Path - 10'	3200	LF	\$ 100.00	\$320,000.00
Improvements					\$1,501,300.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
	Tunnel	1	EA	\$ 1,500,000.00	\$1,500,000.00
				Total	\$1,821,300.00

Segment 1.12-1.13	<i>Industrial Blvd. from Schantz Road to Route 100</i>				
Trail					\$400,000.00
	Side Path - 10'	4000	LF	\$ 100.00	\$400,000.00
Improvements					\$2,000,000.00
	Large Pedestrian Bridge	1	EA	\$ 2,000,000.00	\$2,000,000.00
				Total	\$2,400,000.00

Segment 1.13-1.14	<i>Industrial Blvd. west of Route 100</i>				
Trail					\$591,700.00
	Side Path - 10'	4000	LF	\$ 100.00	\$400,000.00
	Sidewalk - 5'	2700	LF	\$ 71.00	\$191,700.00
Improvements					\$2,534,300.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
	Rapid Flashing Beacon	1	EA	\$ 30,000.00	\$30,000.00
	Small Pedestrian Bridge	1	EA	\$ 500,000.00	\$500,000.00
	Large Pedestrian Bridge	1	EA	\$ 2,000,000.00	\$2,000,000.00
	Hand Man	1	EA	\$ 3,000.00	\$3,000.00
				Total	\$3,126,000.00

\$15,870,900.00

Corridor 2: Tilghman St.		Item Description	Estimated Quantity	Unit Price	Total Item Amount
Segment 2.1-2.2	<i>Tilghman</i>				\$1,357,600.00
Trail					\$1,349,000.00
	Sidewalk - 5'	19,000	LF	\$ 71.00	\$1,349,000.00
Improvements					\$8,600.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
	Hand Man	2	EA	\$ 3,000.00	\$6,000.00
Total					\$1,357,600.00

Corridor 3: Schantz Rd.		Item Description	Estimated Quantity	Unit Price	Total Item Amount
Segment 3.1-3.2	<i>Schantz Rd. from Farmington Rd to Route 100</i>				\$1,563,900.00
Trail					\$1,060,000.00
	Side Path - 10'	10,600	LF	\$ 100.00	\$1,060,000.00
Improvements					\$503,900.00
	Pedestrian Crosswalk	3	EA	\$ 1,300.00	\$3,900.00
	Small Pedestrian Bridge	1	EA	\$ 500,000.00	\$500,000.00
Segment 3.2-3.3	<i>Reference Segment 1.11 - 1.12 In corridor 1</i>				
Segment 3.3-3.4	<i>Schantz Rd. From Ruppssville Rd. to Centronia Rd.</i>				\$943,100.00
Trail					\$330,000.00
	Side Path - 10'	3300	LF	\$ 100.00	\$330,000.00
Improvements					\$32,800.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
	Decorative Crosswalk	1	EA	\$ 1,500.00	\$1,500.00
	Rapid Flashing Beacon	1	EA	\$ 30,000.00	\$30,000.00
Trail					\$575,100.00
	Sidewalk - 5'	8100	LF	\$ 71.00	\$575,100.00
Improvements					\$5,200.00
	Pedestrian Crosswalk	4	EA	\$ 1,300.00	\$5,200.00
Total					\$2,507,000.00

Corridor 4: Grange Park Connection		Item Description	Estimated Quantity	Unit Price	Total Item Amount
Segment 4.1-4.2	<i>Morris Ct.</i>				\$321,300.00
Trail					\$220,000.00
	Side Path - 10'	2200	LF	\$ 100.00	\$220,000.00
Improvements					\$101,300.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
	Special Crossing	1	EA	\$ 100,000.00	\$100,000.00
Segment 4.2-4.3	<i>Ruppssville Rd. (Break on private prop)</i>				\$311,300.00
Trail					\$310,000.00
	Side Path - 10'	3100	LF	\$ 100.00	\$310,000.00
Improvements					\$1,300.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
Grange Park					\$1,623,500.00
Trail					\$1,540,000.00
	Multi Use Trail (loop) - 10'	15,400	LF	\$ 100.00	\$1,540,000.00
Improvements					\$83,500.00
	Decorative Crosswalk	2	EA	\$ 1,500.00	\$3,000.00
	Speed Table	2	EA	\$ 10,000.00	\$20,000.00
	Rapid Flashing Beacon	2	EA	\$ 30,000.00	\$60,000.00
	Bike Box	1	EA	\$ 500.00	\$500.00
Total					\$2,256,100.00

Corridor 5: Rodale Connections		Item Description	Estimated Quantity	Unit Price	Total Item Amount
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Segment 5.1a-5.2	<i>Weilers Rd.</i>				\$605,000.00
Trail					\$545,000.00
	Side Path - 10'	4700	LF	\$ 100.00	\$470,000.00
	Multi Use Trail	750	LF	\$ 100.00	\$75,000.00
Improvements					\$60,000.00
	Pedestrian Refuge Island	2	EA	\$ 15,000.00	\$30,000.00
	Rapid Flashing Beacon	1	EA	\$ 30,000.00	\$30,000.00
Segment 5.2-5.3	<i>Grim Rd.</i>				\$2,671,100.00
Trail					\$667,200.00
	Side Path - 10'	4400	LF	\$ 100.00	\$440,000.00
	Sidewalk - 5'	3200		\$ 71.00	\$227,200.00
Improvements					\$2,003,900.00
	Pedestrian Crosswalk	3	EA	\$ 1,300.00	\$3,900.00
	Large Pedestrian Bridge	1	EA	\$ 2,000,000.00	\$2,000,000.00
Segment 5.1b-5.2	<i>Mosser Rd. And Centronia Rd</i>				\$250,000.00
Trail					\$250,000.00
	Side Path - 10'	2500	LF	\$ 100.00	\$250,000.00
Total					\$3,526,100.00

Corridor 6: Trexler Rd & Schaefer Run Rd.					
	Item Description	Estimated Quantity		Unit Price	Total Item Amount
Segment 6.1-6.2	<i>Trexler Rd. from Farmington Rd. to Schaefer Run Rd.</i>				\$21,000.00
Trail					\$21,000.00
	Sharrow Route	7000	LF	\$ 3.00	\$21,000.00
Segment 6.3-6.4	<i>Schaefer Run Rd. from Hamilton Blvd. to Brookdale Rd.</i>				\$1,302,600.00
Trail					\$960,000.00
	Side Path - 10'	9600	LF	\$ 100.00	\$960,000.00
Improvements					\$72,600.00
	Speed Table	1	EA	\$ 10,000.00	\$10,000.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
	Rapid Flashing Beacon	2	EA	\$ 30,000.00	\$60,000.00
Schaefer Run Trail - Butz Road Park					\$270,000.00
	Multi Use Trail	2700	LF	\$ 100.00	\$270,000.00
Segment 6.5 - 6.6	<i>Schaefer Run Trail from Butz Road Park to Route 100</i>				\$522,600.00
	Multi Use Trail - 10'	4000	LF	\$ 100.00	\$400,000.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
	Rapid Flashing Beacon	4	EA	\$ 30,000.00	\$120,000.00
Segment 6.6-6.7	<i>Schaefer Run Trail East of Route 100</i>				\$490,000.00
	Multi Use Trail	4900	LF	\$ 100.00	\$490,000.00
Total					\$2,606,200.00

Corridors 2-6	
Subtotal:	\$12,253,000.00
Design + Engineerin	\$1,837,950.00
Contingency	\$1,225,300.00
Mobilization	\$612,650.00
TOTAL:	\$15,928,900.00

Corridor 1 - Core Loop	
Subtotal:	\$ 15,870,900.00
Design + Engineerin	\$2,380,635.00
Contingency	\$1,587,090.00
Mobilization	\$793,545.00
TOTAL:	\$20,632,170.00

Area A:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
A.1 Haasadahl Rd.					
	Sharrow Route	13000	LF	\$ 3.00	\$47,000.00
	Speed Cushions	2	EA	\$ 4,000.00	\$8,000.00
A.2 Upper Macungie Park to Township Boundary					
	Multi Use Trail	15900	LF	\$ 100.00	\$1,590,000.00
A.3 Mill Rd, Hickory Ln. and Hilltop Rd					
	Sidewalk - 5' -5'	5100	LF	\$ 71.00	\$362,100.00
	Pedestrian Crosswalk	4	EA	\$ 1,300.00	\$5,200.00
A.4 Mill Rd, Hickory Ln. and Hilltop Rd					
	Sharrow Route	1600	LF	\$ 3.00	\$4,800.00
	Multi Use Trail	3900	LF	\$ 100.00	\$390,000.00
Total					\$2,399,100.00

Cost Areas: Represent all other improvements not represented in Corridors

Area B:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
B.1 Meadow Dr. to Clauser Rd.					
	Sharrow Route	5280	LF	\$ 3.00	\$15,840.00
B.2 Clauser Rd.					
	Sidewalk - 5' -5'	1780	LF	\$ 71.00	\$126,380.00
B.3 Lotus Dr. and Russett Rd.					
	Sidewalk - 5' -5'	1400	LF	\$ 71.00	\$99,400.00
B.4 Chapmans Rd					
	Sidewalk - 5' -5'	900	LF	\$ 71.00	\$63,900.00
B.5 Entrance to Green Hills Neighborhood					
	Sidewalk - 5' -5'	150	LF	\$ 71.00	\$10,650.00
Total					\$316,170.00

Area C:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
C.1 Cottonwood St.					
	Sidewalk - 5' -5'	1300	LF	\$ 71.00	\$92,300.00
C.2 Bastian Ln.					
	Sidewalk - 5' -5'	3700	LF	\$ 71.00	\$262,700.00
	Speed Table	2	EA	\$ 10,000.00	\$20,000.00
C.3 Werley Rd.					
	Sidewalk - 5' -5'	2600	LF	\$ 71.00	\$184,600.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
Total					\$395,000.00

Area D:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
D.1 From Lone Lane Park to Reid Ln					
	Sharrow Route	6800	LF	\$ 3.00	\$20,400.00
D.2 From Grange Road Park to Lone Lane Park on					
	Sharrow Route	1800	LF	\$ 3.00	\$5,400.00
	Speed Table	1	EA	\$ 10,000.00	\$10,000.00
D.3 Centronia Rd.					
	Side Path - 10'	500	LF	\$ 100.00	\$50,000.00
	Bike Lane	10000	LF	\$ 5.00	\$50,000.00
	Sidewalk - 5' -5'	1300	LF	\$ 71.00	\$92,300.00
	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
D.4 Lone Ln. and Daniel Street					
	Sidewalk - 5' -5'	1100	LF	\$ 71.00	\$78,100.00
	Pedestrian Crosswalk	4	EA	\$ 1,300.00	\$5,200.00
D.5 Side Path from Grange Park Schantz Road					
	Side Path - 10'	2770	LF	\$ 100.00	\$277,000.00
Total					\$584,500.00

Area E:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
E.1 Centronia Rd.					
	Bike Lane	7200	LF	\$ 5.00	\$36,000.00
	Bike Box	1	EA	\$ 500.00	\$500.00
E.2 Off Road Trail - Ruppville Rd. to Grange Park					
	Multi-Use Trail	2600	LF	\$ 100.00	\$260,000.00
	Railroad Crossing	1	EA	\$ 100,000.00	\$100,000.00
E.3 Ruppville Rd.					
	Sidewalk - 5' -5'	900	LF	\$ 71.00	\$63,900.00
	Sharrow Route	900	LF	\$ 3.00	\$2,700.00
E.4 Hamilton Blvd.					
	Bike Lane	5000	LF	\$ 5.00	\$25,000.00
	Sharrow Route	100	LF	\$ 3.00	\$300.00
	Side Path - 10'	3200	LF	\$ 100.00	\$320,000.00
E.5 Trexlertown Rd.					
	Side Path - 10'	1900	LF	\$ 100.00	\$190,000.00
Total					\$998,400.00

Area F:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
F.1 Hamilton Blvd.					\$8,000.00
	Bike Lane	1600	LF	\$ 5.00	\$8,000.00
F.2 Mosser Rd.					\$3,600.00
	Sharrow Route	1200	LF	\$ 3.00	\$3,600.00
F.3 Centronia Rd.					\$183,400.00
	Bike Lane	2800	LF	\$ 5.00	\$14,000.00
	Bike Box	1	EA	\$ 500.00	\$500.00
	Sidewalk - 5' - 5'	2300	LF	\$ 71.00	\$163,300.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
	Hand Man	1	EA	\$ 3,000.00	\$3,000.00
Total					\$195,000.00

Area G:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
G.1 Schaefer Run Hiking Trail around Monarch Ln.					\$105,000.00
	Stonedust Trail	2100	LF	\$ 50.00	\$105,000.00
G.2 Breinigsville Rd.					\$177,500.00
	Sidewalk - 5'	2500	LF	\$ 71.00	\$177,500.00
G.3 Farmington Rd.					\$97,500.00
	Painted Shoulder	3900	LF	\$ 25.00	\$97,500.00
G.4 Schaefer Run Multi-Use Trail					\$200,000.00
	Multi Use Trail - 10'	2000	LF	\$ 100.00	\$200,000.00
Total					\$580,000.00

Area H:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
H.1 Hamilton Blvd, Treeline Dr. and Twin Ponds Rd.					\$1,604,200.00
	Sidewalk - 5' - Hamilton	13000	LF	\$ 71.00	\$923,000.00
	Sidewalk - 5' - Treeline	600	LF	\$ 71.00	\$42,600.00
	Sidewalk - 5' - Twin Ponds Rd	8000	LF	\$ 71.00	\$568,000.00
	Pedestrian Crosswalk	7	EA	\$ 1,300.00	\$9,100.00
	Pedestrian Refuge Island	2	EA	\$ 15,000.00	\$30,000.00
	Decorative Crosswalk	1	EA	\$ 1,500.00	\$1,500.00
	Rapid Flashing Beacon	1	EA	\$ 30,000.00	\$30,000.00
H.2 Mosser Rd.					\$430,000.00
	Sidewalk - 5'	4400	LF	\$ 71.00	\$312,400.00
	Side Path - 10'	1150	LF	\$ 100.00	\$115,000.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
H.3 Veterans Memorial Elementary School Multi Use Trail					\$400,000.00
	Multi Use Trail - 10'	4000	LF	\$ 100.00	\$400,000.00
H.4 Newtown Rd. and Long Ln.					\$536,000.00
	Multi Use Trail - 10'	1100	LF	\$ 100.00	\$110,000.00
	Sidewalk - 5'	6000	LF	\$ 71.00	\$426,000.00
H.5 Industrial Blvd.					\$284,000.00
	Sidewalk - 5'	4000	LF	\$ 71.00	\$284,000.00
Total					\$3,254,200.00

Area I:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
I.1 Arrowhead Ln.					\$35,500.00
	Sidewalk - 5'	500	LF	\$ 71.00	\$35,500.00
I.2 Magee Xing and Grady Dr.					\$99,400.00
	Sidewalk - 5'	1400	LF	\$ 71.00	\$99,400.00
I.3 Oldt Rd.					\$18,460.00
	Sidewalk - 5'	260	LF	\$ 71.00	\$18,460.00
I.4 Adams Rd.					\$482,800.00
	Side Path - 10'	6800	LF	\$ 71.00	\$482,800.00
I.5 Ziegels Church Rd. and Farmington Rd.					\$47,500.00
	Painted Shoulder	9500	LF	\$ 5.00	\$47,500.00
I.6 Miscellaneous Improvements					\$2,600.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
Total					\$686,260.00

Area J:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
Intersection of Haaf Rd. and Old Route 22 to Intersection of Church St and Glenlivet Dr. West					\$170,000.00
	Multi Use Trail	1700	LF	\$ 100.00	\$170,000.00
Camp Spirit and Easement south of Applewood Housing Development					\$320,000.00
	Stone Dust Trail	6400	LF	\$ 50.00	\$320,000.00
Total					\$490,000.00

Area K:		Item Description	Estimated Quantity	Unit Price	Total Item Amount
K.1 Mill Rd.					\$249,800.00
	Sidewalk - 5'	3500	LF	\$ 71.00	\$248,500.00

	Pedestrian Crosswalk	1	EA	\$ 1,300.00	\$1,300.00
K.2 Snowdrift Rd.					\$272,400.00
	Sidewalk - 5'	3800	LF	\$ 71.00	\$269,800.00
	Pedestrian Crosswalk	2	EA	\$ 1,300.00	\$2,600.00
K.3 Farm Bureau Rd.					\$92,300.00
	Sidewalk - 5'	1300	LF	\$ 71.00	\$92,300.00
				Total	\$614,500.00

Area L:					
	Item Description	Estimated Quantity		Unit Price	Total Item Amount
L.1 Snowdrift Rd.					\$99,400.00
	Sidewalk - 5'	1400	LF	\$ 71.00	\$99,400.00
L.2 Windsor Dr. and Imperial Way					\$369,200.00
	Sidewalk - 5'	5200	LF	\$ 71.00	\$369,200.00
L.3 Penn Dr. and Olin Way					\$326,600.00
	Sidewalk - 5'	4600	LF	\$ 71.00	\$326,600.00
				Total	\$795,200.00

Area M:					
	Item Description	Estimated Quantity		Unit Price	Total Item Amount
M.1 Route 100					\$106,500.00
	Sidewalk - 5'	1500	LF	\$ 71.00	\$106,500.00
M.2 Boulder Dr.					\$255,600.00
	Sidewalk - 5'	3600	LF	\$ 71.00	\$255,600.00
M.3 Iron Run Trail					\$510,000.00
	Multi Use Trail - 10'	5100	LF	\$ 100.00	\$510,000.00
M.4 Private Road - Fogelsville Elementary					\$100,000.00
	Side Path - 10'	1000	LF	\$ 100.00	\$100,000.00
				Total	\$972,100.00

Area N:					
	Item Description	Estimated Quantity		Unit Price	Total Item Amount
Sycamore Rd. and Adrienne Dr.					\$92,300.00
	Sidewalk - 5'	1300	LF	\$ 71.00	\$92,300.00
Church Street Playground					\$155,500.00
	Sidewalk - 5'	500	LF	\$ 71.00	\$35,500.00
	Multi Use Trail - 10'	1200	LF	\$ 100.00	\$120,000.00
				Total	\$247,800.00

Corridor Areas	
Subtotal:	\$12,528,230.00
Design + Engineering	\$1,879,234.50
Contingency	\$1,252,823.00
Mobilization	\$626,411.50
TOTAL:	\$16,286,699.00

Area A:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$2,399,100.00

Area B:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$316,170.00

Area C:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$395,000.00

Area D:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$584,500.00

Area E:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$998,400.00

Area F:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$195,000.00

Area G:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$580,000.00

Area H:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$3,254,200.00

Area I:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$686,260.00

Area J:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$490,000.00

Area K:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$614,500.00

Area L:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$795,200.00

Area M:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$972,100.00

Area N:	Item Description	Estimated Quantity	Unit Price	Total Item Amount
			Total	\$247,800.00

Corridor Areas	
Subtotal:	\$12,528,230.00
Design + Engineering	\$1,879,234.50
Contingency	\$1,252,823.00
Mobilization	\$626,411.50
TOTAL:	\$16,286,699.00

Unit Cost Breakdown

Site Prep		Qty	Unit	Unit Cost	Sub Total
Demolition		1 SF			
1	Tree Removal		EA		\$ -
2	Concrete Sidewalk Removal		SY		\$ -
3	Asphalt Pavement Removal		SY		\$ -
4	Concrete Wall Removal		SY		\$ -
				Total	\$ -
				Cost / SF	\$ -
				Cost / SY	\$ -

Grading		Qty	Unit	Unit Cost	Sub Total
			SY		
1	Topsoil Stockpile		SY		\$ -
2	Gross Trail/Linear Park Grading		SY		\$ -
				Total	\$ -
				Cost / SF	\$ -
				Cost / SY	\$ -

Utility Relocation		Qty	Unit	Unit Cost	Sub Total
			1 SF		
1	Electric Utility Pole	6200.00	EA		\$ -
2	Catch Basin Relocation		EA		\$ -
3	Storm Pipe Relocation		LF		\$ -
				Total	\$ -
				Cost / SF	\$ -
				Cost / SY	\$ -

Existing Wall Relocation		Qty	Unit	Unit Cost	Sub Total
			1 EA		
1	Concrete Wall		EA		\$ -
2	Stone Wall		EA		\$ -
				Total	\$ -
				Cost / EA	\$ -

Intersection Improvements		Qty	Unit	Unit Cost	Sub Total
ADA Curb Ramps		1 SF			
1	Detectable Warning Strip (DWS) 8' wide	16.00	SF	\$ 250.00	\$ 4,000.00
2	ADA Curb Ramp + Landing	1.00	EA	\$ 7,000.00	\$ 7,000.00
				Total	\$ 11,000.00
				Cost / EA	\$ 11,000.00

Trail Surfaces & Linear Park Hardscape		Qty	Unit	Unit Cost	Sub Total
Asphalt Walkway - 10' Wide		1 SF			
1	Class 1 Excavation	0.03	CY	\$ 25.00	\$ 0.77
2	Subbase 6"Depth (No. 2a)	0.11	SY	\$ 30.00	\$ 3.33
3	Superpave Asphalt Mixture Design, Base Course 2"	0.11	SY	\$ 30.00	\$ 3.33
4	Superpave Asphalt Mixture Design, Wearing Course 2"	0.11	SY	\$ 20.00	\$ 2.22
5	Estimated Grading Costs	1.11	SY	\$ 2.00	\$ 2.22
total					\$ 9.66
Cost / LF					\$ 100.00
Cost / SF					\$ 10.00
Cost / SY					\$ 90.00

Concrete Pavers		Qty	Unit	Unit Cost	Sub Total
Concrete Pavers		1 SF			
1	Excavation	0.03	CY	\$ 25.00	\$ 0.77
2	Grade Subgrade	0.11	SY	\$ 1.18	\$ 0.13
3	2A Aggregate Subbase - 4"	0.11	SY	\$ 14.00	\$ 1.56
4	Reinforced Concrete - 4"	1.00	SF	\$ 8.00	\$ 8.00
5	Sand Bedding - 1"	1.00	SF	\$ 2.00	\$ 2.00
6	2" Concrete Pavers	1.00	SF	\$ 7.00	\$ 7.00
total					\$ 19.46
Cost / SF					\$ 19.50
Cost / SY					\$ 175.50

Concrete Pavement		Qty	Unit	Unit Cost	Sub Total
Concrete Pavement		1 SF			
1	Excavation	0.03	CY	\$ 25.00	\$ 0.77
2	Grade Subgrade	0.11	SY	\$ 1.50	\$ 0.17
3	2A Aggregate Subbase - 6"	0.11	SY	\$ 20.00	\$ 2.22
4	Reinforced Concrete - 6"	1.00	SF	\$ 11.00	\$ 11.00
total					\$ 14.16
Cost / LF					\$ 71.00
Cost / SY					\$ 127.44
Cost/SF					\$ 14.16

Retaining Wall		Qty	Unit	Unit Cost	Sub Total
0' - 3' Height		1 LF			
1	Class 1 Excavation	1.20	CY		\$ -
2	10" Wide Wall	1.00	LF	\$ 250.00	\$ 250.00
total					\$ 250.00
Cost / LF					\$ 250.00
Cost / SF					\$ 250.00
Cost / SY					\$ 2,250.00

3' - 6' Height		1 LF		
1	Class 1 Excavation	1.50 CY		\$ -
2	1'-0" Wide Wall	1.00 LF	\$ 450.00	\$ 450.00
3	42" Galvanized Steel Hand Rail (posts 5' off center)	1.00 LF	\$ 80.00	\$ 80.00
			total	\$ 530.00
			Cost / LF	\$ 530.00
			Cost / SY	\$ 4,770.00

> 6' Height		1 LF		
1	Class 1 Excavation	2.45 CY		\$ -
2	1'-6" Wide Wall	1.00 LF	\$ 600.00	\$ 600.00
3	42" Galvanized Steel Hand Rail (posts 5' off center)	1.00 LF	\$ 80.00	\$ 80.00
			total	\$ 680.00
			Cost / LF	\$ 680.00
			Cost / SY	\$ 6,120.00

Linear Park Amenities		Qty	Unit	Unit Cost	Sub Total
Receptacles on Concrete Pavement		15 SF			
1	Excavation	0.46 CY		\$ 25.00	\$ 11.57
2	Grade Subgrade	1.67 SY		\$ 1.18	\$ 1.97
3	2A Aggregate Subbase - 4"	1.67 SY		\$ 12.00	\$ 20.00
4	Reinforced Concrete	36.00 SF		\$ 71.00	\$ 2,556.00
5	Trach & Recycling Receptacles	2.00 EA		\$ 1,300.00	\$ 2,600.00
			total		\$ 5,189.54
			Cost / LS		\$ 5,190.00

Bench on Concrete Pavement		30 SF			
1	Excavation	0.93 CY		\$ 25.00	\$ 23.15
2	Grade Subgrade	3.33 SY		\$ 1.18	\$ 3.93
3	2A Aggregate Subbase - 4"	3.33 SY		\$ 12.00	\$ 40.00
4	Reinforced Concrete	36.00 SF		\$ 71.00	\$ 2,556.00
5	Bench - 6' length	1.00 EA		\$ 1,800.00	\$ 1,800.00
			total		\$ 4,423.08
			Cost / EA		\$ 4,430.00

District Signage		1 EA		
1	Custom Outdoor Graphic Panel	8.00 SF	\$ 450.00	\$ 3,600.00
2	Post with Aluminum Mounting Hardware	1.00 EA	\$ 900.00	\$ 900.00
			total	\$ 4,500.00
			Cost / EA	\$ 4,500.00

Signage		1 EA		
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1	Trail Signage	EA		\$	-
2	Traffic Signage	EA		\$	-
				Total	\$ -
				Cost / EA	\$ -

Bus Stops		15 SF			
1	Bus Shelter	17,300.00 EA	\$	1.18	\$ 20,414.00
2	Concrete Pad	0.46 SY	\$	25.00	\$ 11.57
3	Electric Service / Solar Service	1.67 EA	\$	1.18	\$ 1.97
				total	\$ 13.54
				Cost / LS	\$ 20.00

Trail Lighting		30 SF			
1	Poles / Foundation	0.93 EA	\$	25.00	\$ 23.15
2	Fixtures	3.33 EA	\$	1.18	\$ 3.93
3	Electric Service	3.33 EA	\$	12.00	\$ 40.00
				total	\$ 67.08
				Cost / EA	\$ 70.00

Added. Toolbox

Bicycle Features					
Sharrow Route		1 LF			
1		1.00 SF		\$	-
2		2.00 CY		\$	-
3		0.18 CY		\$	-
				total	\$ 3.00
				Cost / LF	\$ 3.00

Bike Lane		1 LF			
1		1.00 LS		\$	-
2		2.00 CY		\$	-
3		0.18 CY		\$	-
				total	\$ 5.00
				Cost / LF	\$ 5.00

Safety Features					
Rapid Flashing Beacon		1 EA			
				total	\$ 30,000.00
				Cost / EA	\$ 30,000.00

Hand Man		1 EA			
				total	\$ 3,000.00
				Cost / EA	\$ 3,000.00

Bump Out		1 EA			
				total	\$ 13,000.00
				Cost / EA	\$ 13,000.00

Pedestrian Refuge Island		1 EA	
		total	\$ 15,000.00
		Cost / EA	\$ 15,000.00

Crosswalk		1 EA	
		total	\$ 1,300.00
		Cost / EA	\$ 1,300.00

Decorative Crosswalk		1 EA	
		total	\$ 1,500.00
		Cost / EA	\$ 1,500.00

Tunnel - Side Path		1 EA	
		total	\$ 2,000,000.00
		Cost / EA	\$ 2,000,000.00

Speed Table		1 EA	
		total	\$ 10,000.00
		Cost / EA	\$ 10,000.00

Railroad Crossing		1 EA	
		total	\$ 100,000.00
		Cost / EA	\$ 100,000.00

Bike Box		1 EA	
1			\$ -
2			\$ -
3			\$ -
		total	\$ 500.00
		Cost /EA	\$ 500.00

Speed Cushion		1 EA	
1			\$ -
2			\$ -
3			\$ -
		total	\$ 4,000.00
		Cost /LF	\$ 4,000.00

Hiking Trail		1 LF	
1			\$ -
2			\$ -
3			\$ -
		total	\$ 50.00
		Cost /LF	\$ 50.00

Painted Shoulder		1 LF	
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1				\$	-
2				\$	-
3				\$	-
				total	\$ 25.00
				Cost /LF	\$ 25.00



12. FINAL Adopted Policy Resolutions

- May 4, 2023: Adoption of Vision Zero Policy
(Resolution 2023-18)
- May 4, 2023: Adoption of Complete Streets Policy
(Resolution 2023-19)
- June 1, 2023: Adoption of *UMT
Vision Zero Action Plan*
(Resolution: #2023-24)

TOWNSHIP OF UPPER MACUNGIE
Lehigh County, Pennsylvania

RESOLUTION #2023-18
(Duly Adopted May 4, 2023)

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP
OF UPPER MACUNGIE, LEHIGH COUNTY, PENNSYLVANIA
AUTHORIZING THE ADOPTION OF A VISION ZERO POLICY**

WHEREAS, traffic safety impacts our community, neighborhoods, and the health and welfare of all residents; and

WHEREAS, no level of fatality or serious injury is acceptable on our streets because crashes are preventable incidents that can be addressed through planning, engineering, education, and enforcement; and

WHEREAS, Upper Macungie Township is using a collaborative and data-driven effort to endeavor to eliminate traffic fatalities and serious injuries by 2032; and

WHEREAS, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all; and

WHEREAS, Vision Zero provides a framework for eliminating traffic deaths and reducing the number of serious injuries through a comprehensive approach of design and policy; and

WHEREAS, the Upper Macungie Township Board of Supervisors wishes to adopt a “Vision Zero Policy” which is attached hereto and marked as “Exhibit A”; and

WHEREAS, Upper Macungie Township pledges commitment from its elected officials, staff, and consultants to achieve Vision Zero goals through a transparent and fully inclusive planning and design process.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the Township of Upper Macungie hereby adopts the Vision Zero Policy in an effort to eliminate all traffic fatalities and serious injuries.

DULY ADOPTED this 4th Day of May 2023 by the Board of Supervisors of Upper Macungie Township in lawful session duly assembled.

ATTEST



JAZMIN VAZQUEZ, Township Secretary

**UPPER MACUNGIE TOWNSHIP
BOARD OF SUPERVISORS**



SUNNY GHAI, Chairman



KATHY A. RADER, Vice-Chairwoman



JAMES M. BRUNELL, Member

TOWNSHIP OF UPPER MACUNGIE
Lehigh County, Pennsylvania

RESOLUTION #2023-19
(Duly Adopted May 4, 2023)

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP
OF UPPER MACUNGIE, LEHIGH COUNTY, PENNSYLVANIA
AUTHORIZING THE ADOPTION OF A COMPLETE STREETS POLICY**

WHEREAS, Upper Macungie Township affirms that transportation within the public space of streets and sidewalks must be accessible and safe for all users and commits itself to maintaining safe and accessible streets and transportation facilities that support people of all abilities across all modes of transportation; and

WHEREAS, Complete Streets are planned, designed, and operated to provide safety and accessibility for all users of our roadways, sidewalks, and trails including pedestrians, bicyclists, transit users, and motorists, and includes people of all ages and abilities; and

WHEREAS, Complete Streets principles contribute to the health, safety, equity, economic viability, and quality of life in our community by providing accessible and efficient connections between home, school, work, recreation, and retail destinations, thus improving the transportation environment throughout Upper Macungie Township; and

WHEREAS, it is the intent of Upper Macungie Township to prioritize the planning, design, operation, and maintenance of streets so they are safe for people of all ages and abilities and provide a multimodal network with enhanced connectivity across the Township; and

WHEREAS, the Upper Macungie Township Board of Supervisors wishes to adopt a “Complete Streets Policy” which is attached hereto and marked as “Exhibit A”; and

WHEREAS, the purpose of the Complete Streets Policy is to direct decision makers to consistently plan, design, construct, operate, and maintain all transportation facilities to safely accommodate all users.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the Township of Upper Macungie hereby adopts the Complete Streets Policy in an effort to ensure all streets and sidewalks are accessible and safe for all users.

DULY ADOPTED this 4th Day of May 2023 by the Board of Supervisors of Upper Macungie Township in lawful session duly assembled.

ATTEST

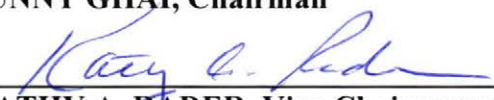


JAZMIN VAZQUEZ, Township Secretary

**UPPER MACUNGIE TOWNSHIP
BOARD OF SUPERVISORS**



SUNNY GHAI, Chairman



KATHY A. RADER, Vice-Chairwoman



JAMES M. BRUNELL, Member

TOWNSHIP OF UPPER MACUNGIE
Lehigh County, Pennsylvania

RESOLUTION #2023-24
(Duly Adopted June 1, 2023)

RESOLUTION ADOPTING A VISION ZERO ACTION PLAN

WHEREAS, Upper Macungie Township has for many years been seeking to enhance safety for all users of its public streets, and has promoted the use of sustainable transportation, including walking, cycling, and public transportation; and

WHEREAS, Upper Macungie Township, as well as a number of communities across the United States and around the world, have adopted a Vision Zero Action Plan, which involves working toward the elimination of transportation fatalities and severe injuries; and

WHEREAS, Upper Macungie Township, in partnership with the consulting firm Simone Collins Landscape Architecture, has developed a Vision Zero Action Plan to help achieve this goal, as well as to identify infrastructure and other improvements needed throughout the Township to improve multi-modal transportation and equity for all; and

WHEREAS, in undertaking this project, the Consultant considered the character of the Township, its existing multi-modal connectivity, the Township's park systems, and the existing and potential future residential and commercial districts; and

WHEREAS, the process to develop the Plan occurred over fifteen months involving a Steering Committee comprised of thirty-five residents who attended seven committee meetings, as well as four public meetings, a community survey, no less than seventeen Key Person Interviews, and two presentations to the Upper Macungie Township Planning Commission; and

WHEREAS, the Vision Zero Action Plan is organized into nine separate sections, including Pledge and Commitment, Executive Summary, Existing Conditions & Analysis, Policy Recommendations, Equity, Safety, Safe Connection Improvement Recommendations, Plan of Action, and an Appendix consisting of nearly two hundred pages of data; and

WHEREAS, the Board of Supervisors desires to take formal action with respect to the


adoption of a Vision Zero Action Plan.

NOW, THEREFORE, BE IT ADOPTED AND RESOLVED, that the Board of Supervisors of Upper Macungie Township does hereby adopt the Vision Zero Action Plan as the same was prepared by the Township's consultant, Simone Collins Landscape Architecture, which Plan was previously presented to the Upper Macungie Township Planning Commission.

IT IS FURTHER RESOLVED, that by taking this action, the Upper Macungie Township Board of Supervisors endorses the Support Letter contained within the Plan, pledging its commitment toward multi-modal transportation, equity, and creating the culture where human life will always have greater value than transportation efficiency. With the adoption of this Vision Zero Action Plan, its primary purpose is to serve as a blueprint toward the goal of eliminating fatalities and serious injuries from traffic crashes in Upper Macungie Township.

DULY ADOPTED this 1st day of June, 2023, by the Board of Supervisors of Upper Macungie Township in lawful session duly assembled.

ATTEST



JAZMIN VAZQUEZ, Township Secretary


**UPPER MACUNGIE TOWNSHIP
BOARD OF SUPERVISORS**



SUNNY GHAT, Chairman



KATHY A. RADER, Vice-Chairwoman



JAMES M. BRUNELL, Member



Schantz Rd

There's more
to Prime.
A truckload
more.

amazon

AZNG
V566803



prime

UPPER MACUNGIE TOWNSHIP

VISION ZERO | ACTION PLAN



UPPER
MACUNGIE
TOWNSHIP